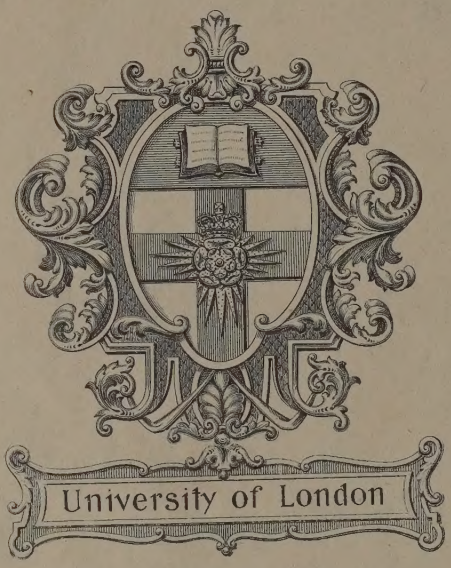
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ACCOUNTS AND PAPERS:

SIXTY-THREE VOLUMES.

—(47.)—

COMMERCIAL REPORTS—*continued.*

Session

31 *January* 1893——5 *March* 1894.

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1893-94.

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1893.

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ROUMANIA.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE DISTRICT OF THE CONSULATE-GENERAL AT GALATZ.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 996.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1893.

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ROUMANIA.

GALATZ.

Consul-General Sanderson to the Earl of Rosebery.

My Lord, *Galatz, March 2, 1893.*

I HAVE the honour to forward my Report on the Trade and Commerce of Galatz for the year 1892, together with Reports from Vice-Consuls Vecqueray, Churchward, and Zohrab on the Trade of Sulina, Braila, and Kustendjie during the same period.

I have, &c.

(Signed) PERCY SANDERSON.

Report on the Trade and Commerce of Galatz for the Year 1892.

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Shipping and Navigation.

General shipping in the Danube.

The number of vessels of all nations which cleared from the Danube at Sulina during the year 1892 was 1,532 of 1,427,087 tons (Suez Canal measurement), showing a decrease as compared with 1891 of 91 vessels and 84,943 tons. Of these 258, of 27,360 tons, were vessels of 200 tons and under, while in all there were but 408 sailing vessels of 77,372 tons. In each of these cases there is a decrease as compared with the corresponding figures in 1891.

British and foreign tonnage.

The tonnage under the British flag amounted to 638 vessels of 866,758 tons, showing a decrease as compared with 1891 of 135 vessels and 124,177 tons, and a less tonnage than at any time since 1887, while the proportion of British tonnage to the total has fallen from about 65½ per cent. to about 60¾ per cent., the lowest point it has reached since 1880. The tonnage under the Greek flag, 224 vessels of 199,491 tons, shows an increase in both cases, attributable to the larger number of steamers, for there was a decrease both in the number and tonnage of sailing vessels. The proportion to the total has risen from 11 per cent. in 1890 and 1891 to close on 14 per cent. Austrian vessels, 97 of 82,804 tons; Turkish, 340 of 76,075 tons; Italian, 45 of 50,048 tons; Norwegian, 42 of 49,095 tons; German, 21 of 26,285 tons, all show an increase. On the other hand, vessels under the French flag, 30 of 39,177 tons, represent a further diminution of about 7,000 tons, and there was also a slight decrease in Russian tonnage, 88 vessels of 33,352 tons.

Average tonnage.

The average tonnage of British vessels was 1,359 tons, that of the navigation in general, including all the small sailing vessels, 932 tons. This figure is somewhat remarkable when compared with that of 1882, in which year the average was 549 tons. During these 10 years the proportion of vessels of over 1,000 tons register has steadily increased from less than 37 per cent. to over 62 per cent. of the whole number.

Diminution of sailing vessels.

During the same period the sailing vessels have diminished from 804, of 116,627 tons, to 408, of 77,372 tons, and their proportion to the total tonnage is now only about 5½ per cent.

State of the river.

The Danube was frozen over on December 27, 1891. There was a period between January 11 and January 27, 1892, when a thaw set in, but at the latter date it was again completely frozen over. The ice finally cleared away on February 11, 1892, beginning from down below and, consequently, under the most favourable conditions. The spring flood was of a medium character; the highest point reached was 8 feet 11 inches above low-water mark at Toultcha between June 13 and July 6; shortly after this there was a rapid fall in the water. The lowest point reached was 1 foot 4 inches above low-water mark at Toultcha on September 17. The depth of water over the shoals varied between 20 feet 3 inches in April and 17 feet 3 inches in September and October, when the water was extremely muddy. On December 26 the navigation was closed by the ice.

The entries of British shipping at Galatz during 1892 amounted to 278 vessels of 309,735 tons, as compared with 284 vessels of 307,393 tons in 1891. Of these 278 vessels 147 were fully or partially laden, and 69, of 77,036 tons, brought cargoes from Great Britain or the colonies, viz., from Great Britain, 24 general cargoes, 37 coal, 1 coke, and 1 a mixed cargo of rails, bricks, and coke. Six cargoes of rice came from Rangoon. Of the remaining vessels 11 brought general cargoes from London and Antwerp, 19 general cargoes from Antwerp, 7 general cargoes from France, and 1 a general cargo from Liverpool and Hamburg. British shipping at Galatz.

The returns from Braila show that 438 British vessels, of 510,492 tons, entered in the course of the year, of which 88 vessels, of 95,501 tons, brought cargoes from Great Britain or the colonies, 17 cargoes from Belgium, and 11 cargoes from France. Braila.

At Sulina the entries of British vessels were 393, of 480,450 tons, of which 31, of 37,790 tons, brought cargoes from Great Britain or the colonies, 2 cargoes from Belgium, 3 from Bulgaria, and 10 from Russia. Sulina.

The entries of British vessels at Kustendjie were 44, of 46,411 tons, of which 6, of 5,562 tons, brought cargoes from Great Britain or the colonies, 2 cargoes from Bulgaria, and 2 from Russia. Kustendjie.

Freights ruled appreciably lower than in 1891. Commencing at 10*s.* per ton from up-river ports on the opening of the navigation, they fell at once to 8*s.* 6*d*, with little or no business doing. About the middle of April they rose to 10*s.* 9*d.*, and reached 13*s.* 3*d.* in May, but there was again a fall to about 9*s.* 6*d.* in June and July; for August and up to the middle of September 11*s.* was the ruling rate, after which there was a steady advance to 18*s.* 6*d.*, the highest point reached, in October. In November and December there was a gradual falling-off, and the closing rates were 12*s.* to 13*s.* 6*d.* The average, taking month by month, would be about 11*s.* 9*d.*, as compared with 15*s.* 3*d.* in the year 1891. From Sulina the highest rate was 13*s.* 6*d.* in October; the lowest, 7*s.* in March and April, and the average, taken in the same way, a little over 9*s.* 8*d.*, as compared with 13*s.* 10*d.* in 1891. Freights.

The charge for lighterage was much the same as last year, namely from 4*d.* to 4½*d.* per quarter during the greater part of the year for lighterage to Sulina, and from 6*d.* to 9*d.* per quarter when storage during the winter months was included. Lighterage.

Docks at Galatz.

The docks, which were opened under temporary regulations in the autumn of 1891, were brought into full working in 1892. They were resorted to by a fair proportion of vessels in the early part of the year, but great complaints were made on an order being issued that all vessels other than passenger and mail boats having agencies on the quays must proceed to the docks to discharge and load, whether berths at the quay were vacant or not. Docks at Galatz.

The causes of complaint lay not only in the delay which might thus be caused, and which is in itself a source of expense, but also in the fact that the docks as they stand at present are not suitable to every class of vessel. The basin is so constructed as to have a depth of 5 metres, or 16 feet 5 inches at lowest water, which is about the depth which would exist at the same time in the shallowest part of the river. But in consequence of the silt this depth of 5 metres is not always maintained in the basin, and even if it were it would not be sufficient to meet the wants of a vessel drawing 20 feet of water when fully laden, with which draught she can pass out of the river at Sulina. Such a vessel is chartered to take a full and complete cargo, and the course is for her to load down to her water-marks in the first instance, then to lighten to the point which will enable her to pass over the shoals, and on arriving at Sulina to take the lightened portion of her cargo on board again. It is evident that a vessel drawing 20 feet when fully laden cannot take a full and complete cargo on board in a basin with only 16½ feet of water. The order above alluded to was eventually modified, and it seems probable that further changes will be introduced. The docks are the property of the Roumanian Government, but the Government themselves do not seem over satisfied with their working during the past year, and it is hardly surprising that difficulties should be experienced at first starting.

Trade and Commerce.

Imports. Business was not very brisk, and this may be attributed in a great measure to the low prices ruling for grain, the principal article of export from this country, as well as to the large stocks which were laid in during the first months of 1891, prior to the new tariff coming into operation.

Coal. The import of coal from Great Britain through Sulina was 258,000 tons, or much the same as the preceding year.

Manchester goods. The Austrian, and more especially the German, market are gaining ground in this class of imports. Extra hard cotton yarns, which were formerly imported almost exclusively from Great Britain, now meet with competition from both these quarters, and German manufacturers of cotton goods, such as T-cloths, shirtings, &c., by dealing directly with importers, are obtaining a preference over British and French goods of a similar character. The comparatively high prices ruling at the present time are likely to restrict orders.

Iron. The bulk of bar, hoop, and horseshoe iron is now being imported from Germany, where the quality has been improved, and the manufacturers deal directly with importers, a system which affects the price.

Tin-plate. The bulk of the "roofing sheets" were imported from Great Britain, and this for two reasons: first, the low rate of freight from Liverpool, and, secondly, the fact that this article could not

be insured in Belgium against sea damage, while in England no such difficulty was made. But the remark as to direct dealings would seem to apply here also, as it is stated that in this way the Belgian market has already secured considerable orders for 1893.

As far as tin-plates are concerned the importation was a large one, and the greater part was furnished by the British market. The low prices would tend to keep it in the same hands, but the demand was not proportionate to the supply, and the stocks remaining on hand are above an average.

Jute. The large stocks remaining on hand from 1891 checked fresh orders to a certain extent. The trade has not been brisk, and there is competition with the Italian, Dutch, and Belgian markets.

Linseed oil. The high rate of duty on this article is likely to lead to an English factory being established at Galatz.

Exports.

Grain. The export of grain from Roumanian ports on the Danube amounted to a little over 9,400,000 quarters, of which nearly 4,000,000 quarters were wheat, over 3,000,000 quarters maize, and about 1,200,000 quarters barley. These figures as compared with those for 1891 show an increase of nearly 900,000 quarters of wheat, but a decrease of about 500,000 quarters in maize, and 600,000 quarters in barley. The total export by this route was about 200,000 quarters less than in the previous year.

Flour. Spirits. The export of flour increased by about 4,000 tons, from 12,000 tons to nearly 16,000 tons; that of spirits rose from 19,000 gallons in 1891 to about 32,000 gallons in 1892.

Wine. On the other hand the export of wine diminished from 198,000 gallons in 1891 to about 14,000 gallons in 1892, and that of planks, from over 4,000,000 to less than 2,000,000. There was also a decrease in the export of timber.

Planks, Timber.

A short table of the principal articles of export by the Danube through Sulina is annexed.

Exchange.

Exchange on London. The exchange on London averaged about 25 fr. 25 c. for bills at sight, and 25 fr. 12¼ c. for 3 months' bills. The highest points were for drafts at sight, 25 fr. 40 c. in January, and for 3 months' bills, 25 fr. 24 c. in February; the lowest, 25 fr. 10 c. for sight bills in June, and 25 fr. for bills at 3 months in May. The rates were on the whole higher than in 1891.

Stocks and shares. At the close of the year 1892 there was little change to note in the quotations for Government stocks; the 5 per cent. perpetual was quoted a little higher than at the same period of 1891, the 5 per cent. and the 4 per cent. redeemable loans a shade lower. The shares of the National Bank, the insurance companies, and

the Société de Constructions again show a considerable rise, while other stocks and shares remain much about the same.

Premium on gold. There was no premium on gold as compared with silver and notes, but Napoleons were scarce, and where this particular coin was required a small premium had to be paid during the greater part of the year.

Agriculture.

General conditions. The extremely dry weather which prevailed in the autumn of 1891 interfered with and curtailed the sowing at that season; the winter was a mild one, and work in the fields was commenced earlier than usual in the spring, but this again was interrupted by the dry weather. Rain fell about the middle of April, and, generally speaking, the conditions were satisfactory, although in the month of May there were complaints in some districts of drought and want of pasturage. Heavy rain was general at the beginning of June, and continued more or less through July, doing a certain amount of damage to wheat, barley, oats, and rapeseed, but on the other hand proving of great benefit to the maize crop. Dry weather set in with the month of August and continued till October, so that the autumn sowing was not carried out under favourable conditions. The first fall of snow took place on November 18, and the temperature continued very changeable up to December 24, when there was a general heavy fall of snow. This was followed by a very heavy snowstorm at the beginning of January, accompanied by a strong wind, which swept the fields bare in some places, and where this has occurred the crops will have suffered from the extreme cold which immediately succeeded.

Wheat. The wheat crop was very poor in the districts bordering on the Pruth, where drought prevailed, but better in districts more to the west, and decidedly good in the westernmost part of Wallachia. In some cases the complaint was of too much rain and of the prevalence of rust. The crop is estimated to have produced 21,236,702 hectolitres, say 58,400,000 bushels, or about 20 per cent. more than in 1891.

Rye. The crop of rye was a good one on the whole, estimated at about 4,210,000 bushels.

Barley. Oats. The crop of barley was estimated at about 20,132,000 bushels, that of oats at about 11,248,000 bushels.

Maize. The maize crop was a very large one and of good quality.

Colza. Colza gave a very poor return and but little has been sown for the year 1893.

Hay. There was an abundant crop of hay in Wallachia, but less in Moldavia on account of the drought.

Vintage. The vintage was a very abundant one and the grapes were gathered under good conditions.

Hemp and flax. The production of hemp and flax in the country is not sufficient to meet the requirements. Seed was procured and distributed gratuitously during the year, and the exemption of rough

hemp from customs duty was prolonged for a further year from June 13, 1892.

The Ministry for Agriculture issued a notice in March calling attention to the importance of procuring good seed, stating the principal rules to be observed in making a choice, and announcing that any analysis of agricultural interest will be undertaken gratuitously. Seed.

There were no cases of cattle plague reported during the year. In the month of November some suspicious symptoms were detected amongst a herd of cattle which arrived at Dorohoi from Falticeni, but on investigation it turned out that these were due to gastric disturbance consequent on the animals having eaten maize stalks covered with ice. In the month of January nine cases of foot-and-mouth disease were reported from the district of Falciu on the Russian frontier. Cattle disease.

General Remarks.

The Ministry of Agriculture has given notice that concessions will be granted to Roumanians or foreigners for the working of petroleum on State lands under the following conditions :— Working of petroleum on State lands.

Concessions will be granted for a term of 10 years giving the right to seek for or work petroleum either by soundings or by wells on State lands where such work is not being carried on at present. Where an estate is being partially worked in this manner a new concession cannot comprise ground within 50 metres of that taken up by a former one. The surface comprised in a single concession cannot be less than 3 hectares (about 7½ acres) nor exceed 10 hectares (say 24¾ acres). The concession only refers to petroleum; all other minerals which may be found are the property of the Government and can form the subject of no claim.

The tobacco monopoly has now begun to export. A contract was concluded during the past year for the supply of a large number of cigarettes and of a certain amount of tobacco for cigars to a firm in England, and similar contracts were being negotiated with firms in Germany and Italy. Tobacco monopoly.

Some 2 years ago the salt monopoly purchased 3 tug-boats and 32 lighters for the transport of goods, but more especially salt. They now contemplate increasing the number of lighters by about 30, and purchasing passenger steamers for service on the Danube as well as 2 ocean-going steamers. Salt monopoly.

The high rate of duty charged on the importation of boiled linseed oil has led to the consideration of whether it might not be worth while to set up boiling machinery in this country. The first steps in this direction have been taken by a British firm, and should they prove successful it seems probable that crushing machinery will also be introduced. Linseed oil.

RETURN of Principal Articles of Export from Roumanian Ports on the Danube, through Sulina, during the Years 1891–92.

Articles.		Quantity.	
		1891.	1892.
Wheat	Quarters	3,995,172	3,117,943
Rye	„	575,037	572,367
Maize	„	3,053,376	3,570,612
Barley	„	1,193,270	1,782,641
Oats	„	251,106	44,371
Haricot beans	„	129,714	104,946
Millet	„	40,573	64,174
Rape seed	„	159,527	355,912
Linseed	„	10,574	41,511
Hemp seed	„	3,518	6,981
Flour	Tons	15,945	12,178
Coarse flour and bran	„	3,468	3,449
Wine*	Gallons	13,916	198,005
Spirits*	„	31,832	18,920
Timber	Cubic feet	7,656,300	10,262,540
Flanks	Number	1,935,129	4,387,660
Cheese	Tons	496	578
Salt	„	1,030	200
Old iron	„	3,368	1,715
Cattle	Number	2,177	2,703

* The amounts in the returns are given in kilos., which have been taken as litres equivalent to 0·22 of a gallon.

SULINA.

Mr. Vice-Consul Vecqueray reports as follows:—

Shipping and Navigation.

The total number of vessels of all nationalities which loaded entire cargoes at the port of Sulina during the year 1892 was 205, showing a tonnage of 263,245 tons, whereas in 1891 the number was 307 vessels of 383,418 tons.

British vessels.

British vessels which loaded entire cargoes at Sulina during the year 1892 numbered 153 of 218,113 tons, as against 254 of 333,731 tons in 1891. Of other nationalities the number of vessels that loaded at Sulina during the year were: Greek, 6 sailing and 20 steamers, with a total tonnage of 27,114; Turkish, 13 sailing and 1 steamer, with total tonnage 1,001; Italian, 5 steamers of 8,811 tons; Austrian, 4 steamers of 4,118 tons; Norwegian, 2 steamers of 2,767 tons; and German, 1 steamer of 1,321 tons.

Other nationalities.

British vessels completing in roads.

Of the 153 British steamers that loaded at Sulina during the year no fewer than 72 had to complete in the road, and many of these suffered considerable detention in consequence.

Exports.

In 1892 exports from Sulina were as follows:—

Articles.		Quantity.
Wheat	Quarters ..	559,737
Rye	„ ..	119,602
Maize	„ ..	662,875
Barley	„ ..	260,729
Oats	„ ..	47,833
Haricot beans	„ ..	7,638
Millet seed	„ ..	2,787
Rape seed	„ ..	30,662
Planks	Number ..	63,853
Timber	Cubic feet ..	359,777
Hides	Number ..	5,100
Miscellaneous merchandise*	Tons ..	143

* Cheese, butter, dried fish, &c.

About 258,512 tons of English coal were imported into the Danube during the year 1892. Coal.

Freights ruled low throughout the earlier part of the year, ranging from 7*s.* to 9*s.* 3*d.*; towards the end of September they rose to 12*s.*, and in October reached the highest point of the year, viz., 14*s.* In November they gradually fell to 10*s.*, and in ecember to as low as 7*s.* Freights.

Braila.

Mr. Vice-Consul Churchward reports as follows:—

Shipping and Navigation.

During the year 438 British steamships, measuring 510,492 net register tons, arrived and cleared from the port, which numbers, in comparison with those of the previous year, show a decrease in visits of 21 ships, but in spite of that an increase in tonnage of 4,942 tons. British shipping.

The falling-off in number of ships is accounted for principally by the unremunerative home prices for cereals which ruled from early in the season, and, secondary, by the impediments necessarily imposed upon shipping during the cholera scare of the year.

During the year other nationalities were commercially represented in ships and tonnage as under— Foreign shipping.

Country.	Number of Vessels.	Tons.
Greece	105	118,292
Austria	44	48,226
Turkey	39	20,268
Italy	36	30,210
France	30	32,842
Sweden and Norway	21	25,677
Holland	1	1,272

With regard to these again must be noted the sustained increase in Greek shipping, which makes an advance of 38 steamers on that of the 24 reported in 1891.

The reason for this is that these ships, being principally owned on the spot, escape agency costs, and in consequence, it is said, can compete with outsiders at an advantage of about 6*d.* per ton.

Of the ships in the table, 33 Greek, 2 German, and 2 Norwegian, cleared direct for the United Kingdom.

British imports.

Of the total British arrivals 58 brought general cargoes, or parts of them, from Liverpool, London, Marseilles, and Antwerp; 45 ships, all but two from Cardiff, brought 71,436 tons of coal, a decrease upon the figures of 1891 of 18,467 tons; two came coke-laden from South Shields and Newcastle; five with portions of rice cargoes from Rangoon; three from Boulogne with 5,276 tons of cement and two with 3,003 tons of pitch from Grangemouth.

The remaining arrivals returned as "with cargoes" came partly laden with grain from other Danubian ports to complete their cargoes.

Fuel supply.

With regard to the year's fuel supply, it is to be noted that the experimental cargo of patent fuel of last year has not been repeated, nor has the anticipated increased demand for coke been realised.

Stocks of cereals.

On the last day of the year the stocks of cereals magazined in Braila stood as under—

Articles.	Quantity.
	Tons (of 1,000 kilos.)
Wheat	35,635
Maize	10,820
Rye	1,375
Barley	11,667
Oats	890
Beans	960
Rape	530

Export of cereals.

The export of cereals from the port of Braila for the year in bottoms of all nationalities is shown as under in the statistics of the European Commission of the Danube—

Articles.	Quantity.
	Quarters.
Wheat	3,430,980
Rye	377,033
Maize	2,168,296
Barley	911,145
Oats..	230,672
Haricots	110,897
Millet	39,806
Rape	140,436
Linseed	5,026
Hemp	3,389
	7,417,680

And of products from cereals—

Articles.	Quantity
	Tons (of 1,015 kilos.)
Flour	13,322
Bran	2,663
Pollard	735

Also appear other outcomes of the national husbandry— Agricultural produce.

Articles.		Quantity.
Cheese	Tons (of 1,015 kilos.)	141
Wool	„ „	51
Butter	„ „	10
Skins	„ „	62
Wine	Gallons	5,207
Alcohol	„	30,848
Cattle	Head	1,537

The list completing itself with 1,788 tons (of 1,015 kilos.) of divers sorts of merchandise, re-exported and native.

Beyond the cessation of the French Messagerie Maritime Service there is no change to be reported in the usual steam communication with Braila, but towards the end of the year there was inaugurated, through the agency of the steamship lines trading here, a service which promises to be of great advantage, both to the British manufacturer and the Roumanian consumer. Trade communication.

By it, goods may be forwarded, on through bills of lading, and at through rates, from any manufacturing centre in England to any part of Roumania or to any Bulgarian port on the Danube.

The new docks completed in the autumn of 1891 came into general use with the opening of the season, but their working, from causes more or less easily remedied, has not given satisfaction either to shipowners, shippers, or consignees. Docks.

The most serious drawback shown is their inability, owing to a more rapid accumulation of mud than anticipated, to maintain, under present system, their accredited 5 metres draught of water, or even to keep a sufficient depth to permit the entry of fully laden general cargo ships, which are compelled by the regulations to make use of the docks, their appliances, and their staff. One coal ship firmly grounded in the basin and had to be lightened before it could get into berth, while other ships experienced much difficulty in forcing themselves to their positions through being on the muddy bottom.

This state of affairs would also militate against a vessel taking in a full cargo in the docks, though it would be of less importance in the end, as all ships over the lowest river draught must lighten, whether in dock or stream, before proceeding on their voyages.

The other, and more general, cause for dissatisfaction concerns the dock executive in all its departments, but principally in those of warehousing and discharging.

The latter operation has been much complained of by the ship-owners on account of the slowness of despatch in taking the cargo from the ship's rail, in comparison with that formerly observed in discharging on the river bank; while consignees, both in town and country, have been generally clamouring about the greater delays experienced in the receipt of their goods.

These last-mentioned drawbacks, merely those of an inexperienced staff and of an office new to a speciality, will, without doubt, find their natural remedy in time, but it is to be feared that the first-named one will not be overcome without additional mechanical effort.

Public works. The only public work undertaken during the year, still in course of construction, is an extensive building intended for the municipal palace, which, when completed, will be one of the finest edifices in Roumania.

Tariffs. Banks. Exchange. Freights. It would be superfluous to report here upon such subjects as tariffs, banks, rates of exchange, freights, &c., such matters ruling exactly the same as in Galatz.

KUSTENDJIE.

Mr. Vice-Consul Zohrab reports as follows:—

Shipping and Navigation.

General shipping. The entire shipping of the port of Kustendjie for the year 1892 is given in the following table:—

Nationality.	Number of Vessels.	Tons.	Remarks.
British	44	46,411	Steam.
Austrian..	44	50,365	Steam.
French	6	7,817	Steam.
German	3	3,346	Steam.
Greek	13	2,002	Steam including 1 steamer of 900 tons—the remainder small boats from Constantinople.
Greek	18	4,487	Sailing.
Italian	1	1,403	Steam.
Russian	1	108	Sailing.
Turkish	34	3,208	Sailing.
Turkish	2	1,276	Steam.
Total	166	120,423	

British shipping.

In number and average tonnage British shipping shows an increase.

During the year 44 entries of 46,411 tons were registered. In this number 6 vessels entered with coal cargoes from Cardiff, 4 in ballast from Malta, and 34 from foreign ports; 29 arriving in ballast and 5 with part cargoes.

The number of vessels which cleared during the year amounted to 39. Of these 35 cleared with cargoes and 4 in ballast. The latter for foreign ports. Of the former 2 cleared direct for the United Kingdom, 14 for Gibraltar for orders, and 19 for foreign ports.

Of the total number of vessels which cleared, 24 loaded entire cargoes and 9 part cargoes; 2 entered to discharge part cargoes and 4 left in ballast.

British shipping fluctuates considerably as regards number; in average tonnage, however, it exhibits a steady increase, as a glance at the following table will show:—

1889.		1890.		1891.		1892.	
Entries.	Tonnage.	Entries.	Tonnage.	Entries.	Tonnage.	Entries.	Tonnage.
60	52,409	46	40,403	31	29,557	44	46,411

Imports.

Imports.

The remarks under this head made in the reports for 1889 and 1891 still continue to apply in the case of the majority of articles.

Coal.

10,108 tons were imported during the year. The whole quantity arrived in British vessels from Cardiff.

Iron. There were imported 300 tons of iron in various forms, chiefly for building purposes. All from Belgium.

Cement. 100 tons of Portland cement were discharged by a British steamer. About 1,695 tons of cement from France came in foreign vessels; of this quantity 1,625 tons were destined for the bridge now being built over the Danube at Chernavoda.

Stoves. About 1,000 small cooking stoves of cast-iron were imported from Belgium, and 200 of sheet-iron for heating purposes from Austria.

Sewing machines. 150 sewing machines were imported, chiefly from Germany; some from America.

Cable. 11 tons of cable came from Belgium.

Sheet-copper. 3½ tons of sheet-copper were imported viâ Constantinople.

Agricultural implements. There were also imported 850 ploughs, double and single furrow, English type, all from Germany; 21 hand winnowing machines, Vienna make; a large quantity of hand machines for hulling maize, also from Vienna; 21 mowing machines and 10 reapers and binders from America; 1 complete set of fittings for flour-mill from Germany; 6 thrashing machines and engines, 1 of them from America, the origin of the others is doubtful, though professing to be British; 2 American pumps worked by wind power and 2 American windmills; 200 harrows from Germany.

Exports.

Exports. Cereals. 285,251 quarters of cereals were exported in British vessels, as under:—

Articles.	Quantity.
	Quarters.
Barley	168,293
Rye	43,402
Linseed	27,235
Rapeseed	17,106
Millet	15,844
Wheat	7,986
Maize	5,385
Total	285,251

Under foreign flags 74,623 quarters of cereals were shipped, as follows:—

Nationality.	Quantity.
	Quarters.
Austrian	384
French	3,087
German	10,640
Greek	39,624
Italian	891
Russian	1,069
Turkish	18,928
Total	74,623

There have been several shipments of sheep, 300 to 400 at a time, for Constantinople. Cattle rarely go farther. This year, however, 400 sheep went to Marseilles. Sheep.

Agriculture.

Crops this year were on the whole good, maize especially so. Linseed was deficient both in quantity and quality. Crops.

A demand has recently arisen among the agriculturists of the Dobrudja for implements of modern and improved type. With the exception of a few from America, most of the requisites come from Germany and Belgium, owing to their being cheaper than similar articles of English manufacture. But cheapness is not the sole cause of the predominance of Austrian, German, and Belgian goods. It is the system of credit and facilities for payment allowed by Continental firms which ousts British manufactures. English houses demand ready money transactions, and are, therefore, not in favour with dealers here. Agricultural implements.

Public Works.

A civil hospital and a school are in course of construction. The former is situate outside the town, and is being built in accordance with the latest principles of medical and sanitary science. When opened it will contain 20 beds, but it is being planned with a view to subsequent enlargement. The school is a spacious building sufficient for all requirements for some time to come. Public works.

In June the foundation-stone of a German church was laid. This edifice will be completed next spring. It is entirely the outcome of voluntary subscriptions, on which it will likewise be dependent. The Germans in the immediate neighbourhood of Kustendjie number about 200 souls.

In the report for 1891, mention was made of the contemplated enlargement of the harbour. The project, however, still remains in the theoretical stage. Small, shallow, and ill-protected, the harbour daily proves its inadequacy to meet the demands of Kustendjie harbour.

shipping. Spacious and sheltered harbour accommodation is an imperative necessity, and the want of it is beginning to be severely felt.

General Remarks.

Quarantine establishment.

The quarantine establishment on the coast, about a mile to the westward of the town, has been renovated and made ready for use in the event of cholera. In the town, a house capable of accommodating 12 beds has been rented by the local government for use as a hospital in such an emergency. But no preventive sanitary measures have been adopted, and so long as the present unsatisfactory system of supplying the town with water remains, the purity of drinking water in times of contagious disease will continue questionable. It is entirely dependent on the cleanliness of the barrels, in which it is conveyed from the fountains, and of the water carriers, who ply their trade without fear of interference from the responsible supervision that ought to exist. The question of water supply by some improved method has occasionally been mooted, but nothing beyond an airing of opinion has resulted. It is a question of the first importance, and any appreciable increase in the population of Kustendjie will necessitate a speedy and satisfactory answer to it in a practical manner.

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RUSSIA.

REPORT FOR THE YEAR 1891

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 950.

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RUSSIA.

ST. PETERSBURG.

Consul J. Michell to the Marquis of Salisbury.

My Lord, *St. Petersburg, August 3, 1892.*

I HAVE the honour to forward herewith to your Lordship my Annual Report on the Trade, Navigation, &c., of this Consular district during the year 1891, accompanied by Reports and Returns on the same subject and for the above period by some of the Vice-Consuls stationed at other ports of the district.

I have, &c.

(Signed) JOHN MICHELL.

Report on the Trade, Navigation, &c., of St. Petersburg for the Year 1891.

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Introduction.

The past year of 1891 proved in economic respects the most disastrous that Russia has encountered since 1833. The failure of the crops in many of the black soil provinces of the Empire reduced the inhabitants of those provinces to a state bordering on starvation, and it was only owing to the energetic measures adopted by the Government, and the efforts of private individuals and organisations, that their famine-stricken population was saved from great mortality. At the same time the loss of cattle of every description in the same provinces, arising from the great and long sustained drought which prevailed during summer and destroyed every vestige of vegetation, attained very large proportions. It is almost needless to say that a wholesale loss of cattle in an agricultural country like Russia must entail the most serious consequences, and shake its well-being to the centre, the prosperity of the agriculturist necessarily depending on his cattle, without which he is rendered helpless.

No less than 17 of the most fertile provinces of Russia suffered by a complet efailure of their crops, and five similar provinces were partially affected.

Financially, also, owing to the failure of the crops, the results were very serious in 1891, and the finances of the country will, during the present year, suffer in a still greater degree from the almost overwhelming disaster which marked the year 1891.

Notwithstanding that by the month of June it was known that there would be a failure of the harvest, the export of grain out of the country was conducted on a comparatively large scale to the month of August, when a stop was put by the Government on

the shipment of rye and bran abroad. Oats and wheat, however, continued to be sent out of the country to the months of October and November respectively, when the exportation was finally prohibited. The export trade of the country, however, of 1891 showed a diminution of only 11,211,565*l.* as compared with last year. The imports for the whole Empire were also smaller in bulk and value to the amount of 11,468,287*l.* when compared with 1890, and their diminution must in a great degree be attributed to the operation of the new customs tariff, which is based on the principle of the highest possible protection of native raw products and manufactured goods.

The Russian manufacturers of cotton and other tissues, notwithstanding the great advantages they enjoy from the protective customs tariff, were very unfavourably affected by the failure of the crops, which, crippling the purchasing powers of the agricultural masses, diminished the demand for manufactured goods. The manufacturers of wool, however, fared less badly owing to their welfare not being so nearly connected with that of the agricultural classes.

The export of grain from the port of St. Petersburg was carried on very energetically during the greater part of the navigation season, and the prohibitions directed against the export of grain, having been more or less anticipated, only increased the activity of the port nearly to the end of the season.

Exports from Russia in 1891.

The value of the exports of Russia, including the Caucasian ports, but exclusive of the other Asiatic portion of the Empire, the figures for which for 1891 are not yet published, presented, as seen from the accompanying Annex A, a falling-off in 1891 as compared with the previous year of 11,211,565*l.* The primary cause of this decrease arose from a failure of the crops in the greater part of the most fertile provinces of the Empire, calling forth a special decree in July which prohibited the exportation from August 27 of rye, rye flour, and bran of all kinds. This was followed by a further similar decree, which forbade in October the exportation of all grain and grain products with the exception of wheat, and in the month of November the prohibition was also extended to wheat and its products. These measures were adopted by the Government with a view of keeping down the prices in Russia and retaining the remaining stocks of grain in the country necessary for the alimentation of the famine-stricken population. The stocks in question, it was feared, would otherwise have mostly found their way abroad, seeing that a stimulus to exportation was afforded by the rise in prices of bread-stuffs in the foreign markets, while the value of the Russian rouble abroad was diminishing, the latter circumstance being in favour of the exporter.

On reference to Annex B it will be seen that there was a considerable diminution of exportation under the head of all grain in 1891, with the exception of maize, rice, wheat flour, peas, and beans, larger quantities of which, as compared with the preceding year, found their way abroad before the decrees above-mentioned came into operation.

With regard to the exportation of Russian produce other than cereals, Annex C, shows that such exportation was smaller during 1891 than in 1890, under the heads of timber, linseed, flax, cordage, bones and bone meal, tallow, game, beef and pork, and spirits. On the other hand, however, there were larger shipments abroad of hemp and grass seeds, oil-cake, hemp, hides, wool of all kinds, mineral oil, poultry, eggs, butter, and sugar.

Imports of Russian Empire in 1891.

The value of the whole import trade of Russia in 1891, including all the so-called Caucasian, but not comprising the other Asiatic portions of the Empire, amounted, according to the latest Russian customs returns (Annex A), to 38,276,549*l.*, or less by 11,468,284*l.*, or 23 per cent., than that of 1890. The new Russian customs tariff, with its higher rates of duty on manufactured goods, machinery, excepting that for agricultural purposes, and on raw and half worked products and other articles, came into operation in the month of July of the past year, and the effect of its highly protective rates is visible in the accompanying table (Annex D). The value and quantities of the goods imported would have been still less as compared with last year had merchants, manufacturers, and others not imported larger stocks of foreign goods in anticipation of the higher rates of duty which it was known the customs tariff, then under revision, would impose on these goods, and the favourable rate of exchange for Russia during the first half of the year favoured such importation. On examination of the table above referred to it will be observed that diminished importations in 1891 took place under the heads of herrings, raw cotton, tea, coffee, tobacco, indigo, coal, coke, cast-iron, raw and worked iron, and steel, raw, assorted, in plates, and worked; tin, lead, chemical products, and materials; scythes, sickles, shears, tools, agricultural machinery, flax and hemp goods, and woollen goods; on the other hand there was a greater importation of raw wool and jute, dyed goods, steel rails and plates, machinery (excepting agricultural), and slightly of cotton and silk goods.

As already stated in previous reports the importation into Russia of articles, especially those of a manufactured class, has been reduced almost to a possible minimum owing to high duties, at least only such articles being imported as are not produced or cannot be manufactured in the country itself.

The bulk of the whole foreign trade of Russia, export and import, amounted in 1891 to 112,348,276*l.*, as compared with 136,027,925*l.* in 1890, showing thus a diminution of 23,679,649*l.*, or 17·4 per cent.

Direct trade between United Kingdom and the whole of Russian Empire.

The value of the direct trade between the United Kingdom and the whole of the Russian Empire in 1890, as estimated by the Russian Customs Department, was—

	£
Exports from Russia to United Kingdom	24,438,757
Imports into Russia from „	11,137,269
Total	35,576,026

The exports of Russian produce to the United Kingdom in 1890 constituted 27·9 per cent. of the whole export trade of the Russian Empire, while the imports of that Empire from the United Kingdom amounted during the same year, according to Russian official statistics, to 22·1 per cent. of the whole import trade of Russia.

Statistics of the value of the export and import trade of Russia to and from the United Kingdom for 1891 are not yet here available, but there is every reason to suppose that such trade during the past year would show a further diminution under both heads, as compared with previous years. That the trade between Great Britain and Russia is on the decline is beyond much doubt, and this decline is immediately attributable, on the one hand, to the operation of ever-increasing rates of customs duty on all foreign goods, British included, reducing the importation of British goods; and, on the other, to a consequent gradual decrease of a demand for Russian productions, the same class of goods being more and more supplied to the United Kingdom through other channels.

Direct trade of St. Petersburg and Cronstadt with the United Kingdom.

Derived from a private and trustworthy source, the principal items of the export trade of St. Petersburg and Cronstadt during 1891 are given in Annex G. The official figures for the same have not yet been published. It would appear that larger quantities of oats, bristles, flax, oil-cake, lathwood, rickers and spars, butter, wool, and eggs were shipped direct to the United Kingdom in 1891 than during the preceding season. At the same time we find a diminished exportation of wheat, linseed, tallow, hemp, deals, crash or coarse linen, sheet-iron, mineral oil, and bones.

General trade of St. Petersburg and Cronstadt. Exports.

The value of the whole foreign trade of St. Petersburg and Cronstadt—its outport during the years 1883 and 1890—was as follows :—

EXPORTS.*

Year.	St. Petersburg.	Cronstadt.	Total.	Compared with whole of the Russian Empire.
	Paper Roubles.	Paper Roubles.	Paper Roubles.	Per Cent.
1890	66,661,970	17,715,000	84,377,000	11·9
1889	58,231,000	12,583,000	70,814,000	10·3
1888	60,853,000	5,239,000	66,092,000	9·0
1887	55,262,000	4,501,000	59,763,000	10·5
1886	59,001,000	4,229,000	63,230,000	14·5
1885	57,186,000	5,438,000	62,624,000	12·6
1884	22,586,000	68,829,000	91,413,000	16·6
1883	17,358,000	90,701,000	108,059,000	17·7

IMPORTS.*

Year.	St. Petersburg.	Cronstadt.	Total.	Compared with whole of the Russian Empire.
	Paper Roubles.	Paper Roubles.	Paper Roubles.	Per Cent.
1890	84,323,000	364,000	84,687,000	16·8
1889	67,903,000	3,513,000	71,416,000	19·1
1888	59,478,000	681,000	60,159,000	18·0
1887	58,735,000	1,763,000	60,498,000	18·1
1886	59,060,000	1,262,000	60,322,000	15·7
1885	53,661,000	954,000	54,615,000	14·1
1884	63,607,000	1,490,000	65,097,000	13·6
1883	65,791,000	2,132,000	67,923,000	13·0

In the foregoing tables no figures for the whole trade of St. Petersburg and Cronstadt for the year 1891 are given, owing to the latest trade returns of the department of customs not affording complete information on the subject.

The accompanying statements, however (Annexes E and F), compiled from the last issued customs report, give the principal goods exported from Cronstadt and St. Petersburg, and imported at the latter port during the year 1891, as compared with the year immediately preceding.

A glance at these statements will show that wheat, rye, butter, oil-cake, flax and hemp, tallow, sheet-iron, cordage, and mineral oil were exported in 1891 from St. Petersburg and Cronstadt to all countries in somewhat larger quantities (especially rye) than in 1890; whereas under the heads of grits, oats, corn, brandy and spirits, timber, linseed, and bristles there was a falling-off. It may be said generally that the trade of the ports of St. Petersburg and Cronstadt during the past year was not a busy one. It was only before the promulgation of the orders which gradually prohibited the exportation of all grain abroad that somewhat like commercial activity prevailed, exporters of grain displaying natural anxiety to ship such grain before the several decrees came into operation.

With regard to the imports from all countries, at St. Petersburg in 1891 there was, as compared with 1890, a diminution of such importation under the heads of fruit, coffee, wine (in bottles), herrings, coal, coke, chemical products, cast and wrought iron, tin, lead, machinery, and locomotives. Increased importation took place under the head of tea, coals, and coke, oils, dry woods and substances, tools, cotton, and raw jute, and wool. The fall of the value of the rouble, which commenced from the month of July, and continued to decline from the following August to end of the year, had the natural effect of checking importation, except in the case of such goods as were indispensably necessary.

* For greater completeness and accuracy of comparison the paper roubles given in the above tables are not converted into sterling currency, a different rate of exchange for the rouble having prevailed in each year.

Grain trade of St. Petersburg.

Early in January great stagnation prevailed in the grain trade at St. Petersburg, oats and linseed being alone in demand. The consignments abroad of the latter in the previous months of October, November, and December from Riga, Reval, and Libau had not proved very successful, and, consequently, no further shipments from Russia had been made. The winter abroad proved a cold one, and extra food for cattle was necessary. In January, therefore, foreign dealers began to raise the price on oats and linseed cake, transactions in which articles became very brisk in February, when the price for Vologda oats rose to 4 r. 30 c. per tchetvert, as compared with 3 r. 80 c. paid for the same in the preceding autumn, linseed also rising from 11 r. 25 c. to 11 r. 75 c. The purchase of grain stocks by dealers and brokers in the interior progressed quietly from November to the end of March. Low prices were paid to sellers, and only small quantities were purchased, as considerable old stocks of rye, oats, wheat, and linseed were still on hand. Rye was at that time purchasable at St. Petersburg at 6 r. 50 c., oats at 4 r., wheat at 10 r., and linseed at 11 r. per tchetvert.

In the month of March the weather both in Russia and abroad proved unfavourable for the winter and spring-sown crops. By the middle of April it became known that the winter rye and wheat had suffered severely in France. This had a marked effect on the European grain markets, and speculators commenced actively purchasing both rye and wheat at the Baltic and Black Sea ports, with the result that the prices for this grain began to rise. Early in May the prices of rye were higher than those which had prevailed for it in January by 1 r. 50 c.

At the same time large orders for oats and linseed were received from abroad at Riga and Libau. By the middle of May the shipments of Russian grain had assumed such large proportions that the greater part of the winter stocks at the ports had been purchased and sent abroad. Early in June the extent of the mischief to the winter sown crops in Russia became definitely known, as was also the area which required re-ploughing and sowing with spring seed, the area proving an enormous one and embracing the most fertile provinces of Russia. This circumstance caused great agitation of the provincial markets, and the price of grain was enhanced by 2 r. 3 c. per tchetvert. It was now eagerly sought for, but there was none in the market, the whole of the St. Petersburg stock, about 400,000 tchetverts, or 4,812,967 tons, which had remained over winter, having been sold at low prices. Early in June rye was being shipped at St. Petersburg at a contract price of 7 r. per tchetvert, but which, to fulfil contracts, had been really purchased by wholesale dealers at 8 r. 50 c. per tchetvert. At Rybinsk the price of rye rose with great rapidity, purchasers there appearing from many parts of the interior. By the end of July it became an open secret that the shipment of rye abroad would be prohibited, and exporters, therefore, hastened to buy up all available parcels, paying as much as 14 r. 50 c. per tchetvert. All the stocks of this grain

at Riga, Libau, Reval, and St. Petersburg, as also those which had remained at the depôts of railways leading to these ports, were likewise purchased and exported. The prohibition for shipping rye abroad came into force in August. After this, rumours got current that the export of wheat, oats, and all other breadstuffs would likewise be prohibited in view of the failure of the spring sown crops, especially in Russia, where the rise in price of all grain threatened to place it beyond the reach of the poorer classes. The anticipated prohibition to export wheat drove up the price of this commodity to 15 r. for Saxonka, and oats to 5 r. 70 c. per tchetvert. Shipments of both wheat and oats were, however, actively made during September and October to the middle of November, when their further exportation was successively stopped by Imperial ukazes. From the middle of November to the end of the year there was a complete cessation of the sale of grain in Russia for foreign markets. Large stocks of oats remained on hand in the Baltic ports, and of wheat, maize, and barley at those of the south. With the prohibition of the export of all grain the prices for the same fell considerably in the home markets, and the object of the Government was to a certain degree attained. It must, however, be regretted that the shipment especially of rye out of the country was not sooner forbidden in the interests of the rye-bread eating population of Russia. For the native grain dealers the past year is said to have been a most advantageous one, they having earned large profits on cereals of every description.

Importation of cotton and paper making machinery at St. Petersburg.

I am informed by a competent authority that the importation of English made cotton and spinning machinery during the past year was comparatively small owing to the general depression of trade, as also in consequence of the state of uncertainty and expectation in which business generally remained while the new customs tariff was being discussed. English machinery, of course, was still at the head, though some German-made machinery was imported. Under the protection of the heavy tariff which now amounts to 1 r. 70 c. gold per poud (5*s.* 5*d.* per 36 lbs. English), some mechanical works in the neighbourhood of Moscow have commenced producing looms and preparatory machinery for weaving. The increase of duty on machinery by the tariff of 1891 was very small, viz.: only 1 r. 40 c. + 20 per cent. = 1 r. 68 c. gold per poud, but this duty was heavy enough to hold back intending purchasers of machinery.

With regard to paper machinery, English makers have not recovered the ground they had lost in this country, and continental builders still have the larger share. During the year one firm in St. Petersburg received a considerable number of English rag engines which have certainly proved very good. Russian works conducted by foreigners are now going in considerably for building machinery for paper mills. Two firms are even commencing to construct paper mills; how far these will prove good time will show, as they have hardly been set to work.

The supply of Russian tallow in the native market during the

Tallow.

past year was very limited, the scarcity of fodder in the Steppe country, owing to the long summer drought which prevailed there, rendering the cattle very lean. In general, the supply of tallow in this country is very much reduced and far below local demands. At the same time in consequence of the large existing demand for the article, its present price is 20 per cent. in excess of that which it commanded in 1889. Owing chiefly to the smallness of the native supply, foreign tallow is imported into Russia in spite of the high customs duty levied on the commodity, such duty being 50 c. per poud gross, which raises the cost of foreign tallow in this country to 5*l.* per ton.

The serious diminution of the supply of tallow in Russia—a country which had not many years ago the monopoly of the supply of tallow in Europe—points to the fact of the decrease of cattle in Russia and the consequent impoverishment of its agricultural class.

British shipping at Cronstadt and St. Petersburg.

The navigation season lasted 198 days, opening on May 4 and closing at Cronstadt on November 15. As compared with 1890 the season was shorter by 29 days. In all 556 British steamers and seven sailing vessels arrived at Cronstadt and St. Petersburg, registering 534,389 tons, and their crews numbering 10,948 men. Notwithstanding the late commencement of the navigation season and its comparative shortness of duration 17 more vessels reached the two ports, and the general tonnage of vessels of all nations was 19,381 tons in excess of that of the preceding year. Great activity in shipping prevailed at first, but it gradually fell off, and during midsummer was very dull. There was not much improvement later, except during a fortnight in autumn, before the prohibition of the exportation of all grain, except wheat, was enforced.

It will be observed from the annexed statement (Annex H) of the tonnage of vessels of all nations that loaded and discharged at St. Petersburg and Cronstadt in 1891 that the relative tonnage of British vessels was the same as during the preceding year, and that it was somewhat in excess of the average amount of such tonnage during the two quinquennial periods of 1881–85 and 1886–90. The actual tonnage, however, showed in 1891 a diminution of 8,814 tons, as compared with 1890.

Of vessels under foreign flags those of Sweden and Norway frequenting Cronstadt and St. Petersburg alone show an increase; those of other nations being below the average of the last 10 years.

The Sea Canal leading from Cronstadt to St. Petersburg continues to be more and more used every year by vessels of all nations, notwithstanding that the harbour accommodation of the new port has as yet received no extension, pending which the River Neva itself serves mostly as a place of discharge and lading for steamers. In all 889 steamers, seagoing, and 261 sailing vessels of all nations proceeded to St. Petersburg by way of the Sea Canal either to discharge or take in cargo, while only 325 steamers and 100 sailing vessels discharged and loaded

entirely at Cronstadt. In addition, however, to the latter 140 steamers and one sailing vessel partially loaded and discharged at Cronstadt.

Of the 563 British steam and sailing vessels which entered these ports last year 29 arrived and 179 cleared in ballast, 94 of such vessels proceeding to Finnish ports to load deals. During the course of the season 512 vessels under the British flag arrived from British ports and 285 vessels cleared to the same, while 278 vessels left for foreign ports. In order of numerical importance of ports of destination of British ships from St. Petersburg and Cronstadt come London (130 vessels), Hull (67 vessels), Leith (18 vessels), Grimsby (12 vessels), Montrose (12 vessels), Dundee (11 vessels), and Hartlepool (10 vessels). For the remaining ports there were from one to three departures of vessels carrying the British flag. The number of foreign vessels freighted to British ports was 204.

The growing necessities for harbour accommodation at Cronstadt of the Russian Baltic Fleet compelled the naval authorities some years ago to come to the decision to close the Middle Mole against all merchant vessels, which had only on sufferance been allowed to use it, owing to the shallowing of the Merchants' Mole and limited space there for shipping. This year merchant steamers are, as a matter of special grace, still allowed to be berthed in the Middle Mole, which, it must be observed, had always previously been solely assigned to vessels of war; but commencing from the opening of the season of 1895 merchant ships will be rigidly excluded therefrom. In view of this the municipal authorities of Cronstadt, in order to retain at their port the remnant of the transhipment trade still left to them, are at last making some serious efforts to deepen the Merchants' Mole, and also have sought the approval and support of the Government for the construction of an additional basin for small craft which would extend from a point of the Cronstadt sea-wall in the direction of the Citadel pier. The Government, however, having expended very large sums on the construction of the Cronstadt-St. Petersburg Sea Canal and the new port will not, it must be supposed, very readily entertain the project above referred to.

It must, however, be observed that Cronstadt must always be used by vessels of large draught for lightening and also filling up cargo; the depth of the Sea Canal to St. Petersburg, in spite of dredging, being during a prevalence of eastern winds insufficient for such vessels. The supply of the necessary amount of coals and other materials for the Baltic fleet at Cronstadt will also continue to give employment to shipping at that port.

With regard to freights that ruled at St. Petersburg during the past year Mr. Vice-Consul Whishaw reports as follows:— Freights.

The season opened with a fairly brisk business as compared with recent years, freights ranging from 1*s.* 1½*d.* to 1*s.* 3*d.* to London for wheat. Other grain and seed in proportion as per London and Baltic printed rates. Several forward fixtures were

made and boats taken up, regardless of size, for a series of two to three voyages each at 1*s.* 4½*d.* London, with option of continent, *i.e.*, Rotterdam and Bremerhaven, &c. Cargoes were plentiful and rates well maintained until the middle of June, when only 1*s.*, London, was to be had, and after a lapse of 10 days dwindled down to 10½*d.* A dull time was then experienced, owing to the morbid state of the English and continental grain markets; about July 23, however, a spurt arose and freights stiffened aud rapidly advanced to 1*s.* 3*d.* on July 30, and remained steady till August 7, when a further rise was made and 1*s.* 4½*d.* freely paid. This improvement was chiefly owing to the threatened prohibition of the export of grain from Russia occasioned by the tidings of bad crops and a dearth of rye and other cereals in several districts to such an extent that a famine was imminent. The prohibition, as far as rye was concerned, came into force on August 27, and after that time reports as to further prohibition were rife, and on November 3 (15) oats, wheat, and flour were not allowed to be exported. In the meantime freights had risen to 1*s.* 7½*d.* After this date little or no business was done, beyond a few parcels of linseed to Hull, at rates varying from 2*s.* to 2*s.* 3*d.*, wheat basis—

FREIGHTS Throughout Season.

Articles.		From—			To—		
		£	*s.*	*d.*	£	*s.*	*d.*
Deals to London	Standard ..	1	0	0	1	12	6
Flax to Scotland	Ton	0	17	6		..	
Press packed tow to Scotland..	,, ...	1	5	0		..	
Flax to Dunkirk	,, ...	23 fr.				..	

Customs revenue.

The customs revenue during 1891 yielded 79,567,858 r. in gold, and 2,998,485 r. in paper currency, or in all 15,784,134*l.* in British currency. As compared with the year immediately preceding the diminution of revenue amounted to only 273,499*l.* The subjoined table shows what the customs revenue yielded during the last 10 years and its gradual development to 1891. The decrease in 1891 must be ascribed partly to the operation of the new customs tariff which came into force on July 13 of the year under review, and partly to a diminished demand for goods of foreign origin arising from the distressed condition of the agricultural classes, consequent on the famine which visited the greater part of European Russia in 1891.

The figures in the accompanying table are those given in the last published report of Mr. Stein, Director of the Statistical Bureau of the Russian Customs Department, and comprise all the customs revenue levied throughout the Empire, including its Asiastic portions, such as the Transcaspian region, Siberia, Turkestan, and the Amur and Maritime regions. The comprehensiveness of these returns will account for the discrepancies

which will be observed between them and those reproduced in my previous reports under this head. In comparing the customs revenue of 1891 with that of 1890, it must be borne in mind that increased importation of merchandise from abroad took place during the early part of the navigation season in anticipation of an increase of duty under the customs tariff which was then being revised and projected with a determination, which was no secret, to raise still higher the existing rates of protective duties on most of the branches of alien industry, and on raw and half-worked articles of foreign origin. In this manner the expected higher duties were to some extent discounted during the first portion of the year by importers. Were it not for this circumstance, impoverishment of the consuming classes apart, the public revenue derived from the customs receipts in 1891 would have shown a still greater diminution. The decrease of goods imported into Russia in 1892 will, in all probability more clearly display the results of the last protectionist tariff in the shape of decreased importations, especially of manufactured goods, together with a still further loss of customs revenue.

Year.	Levied in Gold Roubles.	Levied in Paper Roubles in Supplement.	Total of all Dues in British Sterling.
	Roubles.*	Roubles.†	£
1891	79,567,858	2,998,485	15,784,134
1890	82,727,594	2,283,087	16,057,633
1889	80,208,459	1,625,308	12,886,653
1888	70,459,518	1,523,704	12,090,604
1887	64,657,005	1,375,965	10,366,225
1886	71,339,333	1,354,726	11,430,866
1885	64,761,439	1,426,952	10,396,589
1884	65,256,985	1,749,780	10,507,371
1883	66,805,078	1,805,680	10,758,039
1882	64,322,457	2,207,184	10,392,607

* Exchange at par 38*d.* per rouble. † Exchange at average rate for year.

A decrease of the customs revenue occurred chiefly under the heads of oranges and lemons, tea, coffee, wines, herrings, cast and wrought iron and steel, chemical products and textile goods.

The amount of customs dues collected at St. Petersburg and Moscow during 1891 was 5,415,671*l.*, or 34·3 per cent. of the total yield of the customs revenue. It would appear that St. Petersburg is not maintaining its place as the main source of importation of the Russian Empire, for in 1886 the relative proportion was 45·5 per cent. The development of the railway system along the seaboard of the Baltic would in a great measure account for this phenomenon. The custom-house of Moscow, however, taken apart from that of St. Petersburg, continues to hold its own, and to yield a greater revenue to the State than any other Russian custom-house. The amount of customs duties contributed by Moscow to the Imperial Exchequer in 1891 was

3,245,739*l.*, or 20·5 per cent. of the whole revenue, which is only slightly less than it yielded in 1890. The high place, therefore, occupied by Moscow and its district as an importing centre of the Empire is clearly apparent, St. Petersburg occupying a subsidiary position as a consumer of non-Russian produce.

New customs tariff.

The revised customs tariff came into operation on July 13, 1891. The previous general revision of the customs tariff had taken place in 1867–8, and been enforced in 1869. Seeing that it did not satisfy the demands of the system of protection which began to meet with greater and greater favour in Government circles towards the end of the seventh decade of the present century, the latter comparatively liberal tariff was, during the course of the succeeding 20 years, gradually modified in a protectionist direction, the increased duties under it being chiefly directed against foreign manufactured goods. These modifications affected special sections or classes of goods, or embraced the tariff as a whole. Thus in 1877 all duties became leviable in gold, which was tantamount, at the ruling rate of exchange for the paper rouble, to raising them by 30 per cent. In 1881 an addition of 10 per cent. was made to the existing duties, which were subsequently again progressively raised under various sections. The customs tariff now in force has been framed in a spirit of still greater protection of native industry and products. Up to 1891 half-worked and raw foreign materials required by native manufacturers bore comparatively light duties, or were allowed to come in free. The tariff, however, now introduced has removed distinction between such articles and manufactured goods by subjecting the former to heavy, and in some cases prohibitive, duties.

The incongruity of this extreme form of protection has recently found partial recognition on the part of the higher authorities in the matter of beech staves and hoops for barrels. The sale of Russian butter in the markets of Europe having been much hampered, owing to its being packed in barrels made chiefly of alder wood which discoloured the butter and injured its flavour, the Acting Minister of Finance, with the approval of the Council of Ministers, and in response to an appeal of some dairy farmers in this country, has now sanctioned the importation during the next two years duty free of beech barrel staves and hoops, with a view of enabling Russian butter to find a readier sale abroad than it has hitherto done. It was the high rate of duty under the new customs tariff that prevented their use by Russian dairy farmers of the provinces of Tver, Yaroslav, Vologda, St. Petersburg, Novgorod, Pskov, as also those of the north-west and bordering on the Baltic, in which dairy farming is more particularly pursued. The concession, therefore, made with regard to beech staves and hoops is intended to favour only those provinces in which, owing to the nature of the soil, dairy farming is extensively adopted. With this view the articles in question may be imported duty free only at the Baltic ports and across the Russo-Prussian land frontier.

The return of duty on raw cotton by manufacturers of cotton tissues on the exportation of their goods abroad would further seem to exemplify a recognition of the evil arising from the imposition of duties on raw and half-worked foreign goods. In this case, however, seeing that raw cotton yields, after tea, the largest customs revenue, it may be pleaded that the duty imposed is more of a fiscal than protective character. Fiscal duties, however, on articles of primary necessity, such as raw cotton undoubtedly is for the peasant mass of the population, is none the less objectionable and burdensome.

Rates of exchange.

The rates of exchange on London at St. Petersburg for three months bills fluctuated considerably during the year. Between May and June they averaged from 85 r. to 86 r. 93 c. per 10*l.*, or 28·23*d.* to 27·60*d.* per 1 r. Commencing, however, from the month of July, when no longer any doubts existed of the almost universal failure of the crops in the grain-growing provinces of the Empire, the rate of exchange rose gradually and persistently for sterling value, reaching at the close of the year 91 r. 15 c. per 10*l.*, or 26·33*d.* per 1 r.

The average values of the rouble at St. Petersburg during the year were :—

	Per Rouble.
	s. *d.*
Highest rate	2 5
Lowest rate	1 10
Average	2 1¾

Nijni-Novgorod Fair.

Consequent on the economic depression arising in a great degree from the failure of the crops in a considerable portion of the Empire, the business done at the fair this year showed a considerable diminution as compared with preceding years. It is doubtful, however, whether the fair of 1891, even if held under more favourable conditions would have yielded results comparatively satisfactory as compared with previous years. With the development of the railway system in Russia and increase of navigation of the internal waters of the country, the importance of the fair has for some time past been slowly but surely diminishing as a central emporium of goods for the whole Russian Empire. This is evident from the following official figures of the trade at the fair during the last eight years :—

TABLE showing the Value of all Goods Brought to and Sold at Nijni-Novgorod Fair.

Year.	Goods Bought.	Goods Sold.
	£	£
1884	20,501,590	19,904,813
1885	18,616,485	16,779,394
1886	18,393,826	..
1887	19,307,805	18,571,279
1888	19,037,116	17,645,653
1889	18,708,462	17,745,202
1890	18,125,600	17,421,700
1891	16,821,100	15,694,900

Thus the value of the goods brought to the fair in 1891 amounted to 168,211,000 r. (16,821,100*l.*), less to the amount of 13,045,000 r. (1,304,500*l.*) as compared with 1890; while the value of the goods sold was only 156,949,000 r. (15,694,900*l.*), or less than 17,268,000 r. (1,726,800*l.*) as compared with 1890. This diminution both in the values of the goods brought to and sold at the Nijni Fair of 1891, serves also to a certain extent as an indication of the distressed condition of the agricultural classes in Russia, who are the chief producers and at the same time consumers of the merchandise bought and sold at the fair.

Cotton goods, which form the staple of merchandize brought to the fair, were supplied in diminished quantities, their value being less by 7,000,000 r. (700,000*l.*) than that provided in 1890; prices for these goods ruled from 5 per cent. to 10 per cent. lower than at the fair of 1890. Red Turkey yarn found ready purchasers, although the prices for it were from 8 per cent. to 10 per cent. higher than at the preceding fair. High qualities of this yarn were in greater demand than the lower. Cotton prints were chiefly purchased for Persia, the Caucasus, Trans-Caucasus, the Don, Kuban, and Siberia, and velveteens for Kiakhta. The Persian demand for Russian red Turkey cotton goods has increased, one of the reasons for such increased demand being the alleged superiority of Russian over English prints, the colouring matter used in printing the former being said to be more durable than that employed in English goods of the same class. It was found that the demand from Persia for Russian cotton prints exceeded all expectations and was greater than that of 1890 by 60 per cent. to 70 per cent. The demand from the Caucasus, Samarcand, Tashkent, and Bokhara for such goods was also greater by 30 per cent. The demand for wool for the English, German, and partly American markets was considerable, so that all kinds fetched good prices. Manufactured goods of mixed wool and cotton were in ready demand. The supply of linen and hempen goods was somewhat greater than in 1890. The demand, however, for linen manufactures was slack. The greater portion of the stock of linen is said to have found no purchasers. Dealings in silk and half-silk goods were unimportant. The

supply of furs was about the same as in 1890, and there was a brisk demand for them from abroad. The prices of some furs were higher by 30 per cent. to 50 per cent. than at the previous fair. The prices of metals and hardware remained unchanged, with the exception of assorted iron, which was somewhat lower. The sale of sugar, salt, candles, and soap attained no great dimensions. The supply of goods from Bokhara, Khiva, and Tashkent was greater than in 1890; raw cotton from Bokhara and Khiva was brought in smaller quantities; but from Tashkent the supply was greater.

Payments on outstanding bills were unsatisfactory, part renewals being frequent, especially in cases of traders from famine stricken districts.

Business, on the whole, was sluggish at the fair, the failure of the crops, as already stated, exercising a prejudicial effect on all transactions. To this disadvantage must be added the shallowness of the Volga last summer which made it impassable for goods-laden barges of medium draught to reach Nijni. The demands for goods from Siberia and other outlying portions of the Empire somewhat raised the general depression that prevailed among both buyers and sellers.

Railways.

The gross receipts of all Russian railways in 1891 amounted to 286,397,145 r. (30,728,027*l.*), which was in excess of the revenue of the preceding year, but, nevertheless, the yield per verst was below that of 1888 and 1889, when, owing to the bountiful harvests of those years, there was greater railway activity in the carriage of all goods, and especially of grain. Owing to a smaller importation of foreign goods into the country in 1891 there was a smaller transmission of such goods by Russian railways. The following table gives the chief results of the working of all the Russian railways in 1891 as compared with the four preceding years:—

Year.	Carried.		Gross Receipts.		Percentage of Difference of Receipts as compared with Preceding Year.
	Goods by Slow Trains.	Passengers.	Total.	Per Verst.	
	Tons.	Number.	Roubles Paper.	Roubles Paper.	
1887	48,493,387	34,757,923	249,692,074	10,076	+ 10·2
1888	53,774,371	36,778,818	279,444,317	10,914	+ 8·3
1889	54,917,597	38,740,577	276,357,278	10,490	− 3·9
1890	55,250,129	40,062,066	277,110,316*	10,387	− 1·0
1891	56,627,000	40,466,211	286,397,145	10,442	+ 0·5

* As finally adjusted by the Railway Department.

As a consequence of the failure of the harvest in the greater part of the richest grain-growing provinces of Russia in 1891, the railways leading to the ports of the Black Sea and Baltic Sea, and partly to Moscow from the famine districts suffered most in revenue. While, on the other hand, the lines running from the southern provinces and the Trans-Caucasus, where the harvest

had been a good one, to the above famine districts earned more revenue than in 1890. The private railways suffered a greater diminution of revenue than those belonging to the Crown. This would appear from the following statement derived from an official source :—

Railways.	Gross Revenue.	
	Total.	Per Verst.
	Roubles.	Roubles.
Government railways—		
1890	71,107,719	7,182
1891	77,474,929	7,666
Increase in 1891	6,367,210	484
Private railways—		
1890	206,002,597	12,184
1891	207,922,216	11,997
Increase in 1891	1,919,619	..
Decrease „	..	187

Of private railways the greatest increase of revenue was earned by the Sedletz-Malkin branch of the Warsaw-Terespol Railway, which yielded 27·1 per cent. more gross revenue than in 1890. Among the Government railways the Baskunchak (increase 33·9 per cent.) and the Samara-Zlatoust lines (increase 55·7 per cent.) gave increased takings as compared with 1890.

The following railways were in course of construction in 1891 :—

Government lines.

1. The Ussuri section of the future Siberian Trunk Line, extending to Haborovka. The Vladivosti-Gravsky Pristan, extending over a distance of 393 versts (292 miles), with a branch to the River Ussuri.

2. The Mias-Tcheliabinsk line which will be an extension of the Zlatoust-Miassk Railway to Tcheliabinsk, by which route Western Siberia will be ultimately connected with European Russia. The length of this line is 94 versts (62¾ miles), and its cost is estimated at 362,460*l.*

3. The Nareva Railway, 134 versts (89⅓ miles), and estimated to cost about 600,000*l.*

4. Chiatursk-Sharopan, branch of the Trans-Caucasus Railway. Length, 36 versts (24 miles). Estimated cost, 100,000*l.*

5. Saksagan branch of the Ekaterininsky Railway, commencing from the station of Saksagan, will lead to the Briansk iron mine. Length, 16·76 versts (11 miles).

The construction of the following railways by private companies was sanctioned in 1891 :—

1. Riazan-Kazan Railway. Length, 710 versts (473⅓ miles). Estimated cost of construction, 2,520,000*l.*

2. Petrovsk Railway, with a branch to the Caucasian mineral

waters of Piatigorsk, Essentuki, and Kislovodsk. Length of Petrovsk line, 250 versts (166⅔ miles); length of branch line, 59 versts (39⅓ miles).

3. Short branches of Kursk-Kieff Railway. These branches, the length of which will, in all, extend over 325 versts (216¾ miles) will be established as follows:—

Branches.	Length.	
	Versts.	Miles.
1. From the station Korenevo to Rylsk	25	16⅔
2. „ Korenevo to Sudja	35	23⅓
3. „ Konotop (province of Tchernigoff) through Krolevets to the Shostensk works	95	63⅓
4. Kruti-Chernigoff	170	113⅓
5. Kruti-Periatin		
Estimated cost about	1,000,000*l.*	

4. Branch lines to Shuisk-Ivanoff Railway, Odessa-Ovidiopol Railway, and to Iletsk Railway of the Orenburg main line.

The Shuisk-Ivanoff branch will extend from the village of Upinoi Seredy (province of Kostroma) to Ermolino station of the Shuisk-Ivanoff Railway. Distance, 18 versts 400 fathoms (about 13 miles). Estimated cost, 35,000*l.*

The Odessa-Ovidiopol branch. Length, 37·61 versts (25·11 miles). Estimated cost, 195,912*l.*

The Iletsk branch will run to the Iletsk salt-works. Length, 70·6 versts (46·7 miles).

Surveys of the following railways were being proceeded with, and some were in course of construction on account of the Government before 1891:

1. The Djankoi-Theodosia Railway, which was commenced in 1890. Length, 110·70 versts (73·8 miles). Estimated cost, 315,282*l.*

2. The Suram Pass circuitous line was being completed in 1891. Length, 6·6 versts (4·4 miles) from the station of Mality to Tsepa station.

3. During 1891 the survey of the railway across the main chain of the Caucasus was to have been completed. The length of this line will be 180 versts (120 miles).

4. A survey was commenced of the Gravsky-Haborovka section of the Ussuri Railway.

5. A survey was also commenced of the Western Siberian Railway, with a length of 1,750 versts (1,166⅔ miles).

The following railways were also in construction by private companies in 1891:—

1. The Novoseletsk branches of the South-Western Russian railways. Length, 525 versts (350 miles).

2. The Irinovsky branch. Length, 30 versts (20 miles).

3. The Kursk-Voronej branch, about 220 versts (146⅔ miles).

In addition to all the above lines in construction and under survey the Government sanctioned the construction of several small branches leading from main line stations to cotton mills, iron works, and depôts at private cost.

During the course of 1891 the Government took over from private companies the Kursk-Kharkoff-Azoff line, 763 versts (508⅔ miles), the Libau-Romna Railway, with a length of 1,191 versts (794 miles), and the Orel-Graazi line, which increased the whole length of the Government lines by 2,243 versts (1,953⅓ miles).

Early in 1892 the Government, with a view of raising the economical condition of the population of the Eastern and South-Eastern Russian provinces bordering the Volga, resolved to establish new lines of rail in that part of the Empire and their construction was confided to the Riazan-Kozloff Railway, which was re-constituted for that purpose under the appellation of the Riazan-Uralsk Railway.

The new lines which will be built by this company are:—

1. A narrow gauge line from Pokrovsk* on the left bank of the Volga opposite Saratoff, to the town of Uralsk. Length, 266⅔ miles, with branches to Nicolaievsk, 66⅔ miles, and to Alexandrovo-Gai, through Novo Uzensk, 200 miles.

2. A broad-gauge line from Tamboff to Kamyshin, about 266⅔ miles.

3. A line from Lebedian to Iletsk, 53⅓ miles.

4. Branch feeding lines from the Kozloff-Saratoff Railway to Balandy, 40 miles.

The company has, moreover, undertaken to establish grain elevators and depôts for goods on its lines, to establish a ferry between Saratoff and the village of Petrovsk, as also a landing pier at Kamyshin.

The total length of all the railways in the Empire of Russia was in 1891 as follows:—

	Length.	
	Versts.	Miles.
Government railways	11,320	7,547
Public company and private lines ..	17,384	11,589
Lines in the Grand Duchy of Finland ..	1,759	1,173
Total	30,463	20,309

* It has since been decided to conduct this branch line not from Pokrovsk, at which point the main stream of the Volga has receded from its old bank, but from a point lower down, at Beregovoi Uvek village, 13 versts below Saratoff, where the river runs through its old channel. At this point communication by ferry with the other bank can advantageously, and without great cost, be established, and a bridge ultimately constructed which would connect the Uralsk Railway with the Kozloff-Saratoff line. It has also been decided in view of this modification of the original scheme to construct a line from Saratoff to Uvek ferry, and one to Anisovka station on the opposite bank on the projected Pokrovo-Uralsk Railway.

British seamen's hospital at Cronstadt.

The British seamen's hospital at Cronstadt continues to be a flourishing institution, and to be much appreciated by those of our seafaring countrymen who are obliged to have recourse to it. Twenty-five years having elapsed last summer since its establishment through the strenuous efforts of Mr. Thomas Michell, C.B., now Her Majesty's Consul-General at Christiania, and by the active support of the Board of Trade, the Russian Company and the British and foreign mercantile community at St. Petersburg and Cronstadt, the event was commemorated at Cronstadt in the month of July by a public luncheon, at which all the leading British residents were present, Mr. Henry Howard, C.B., First Secretary of Her Majesty's Embassy, presiding on the occasion.

Owing to the gradual decline since the opening of the new port, at the mouth of the Neva, of Cronstadt as the outport of St. Petersburg, and in view of the great probability of the almost entire transference in a few years of the trade to the capital, the committee of management of the hospital, anticipating, though with great regret, the impending necessity of a removal of the institution, are maturing plans for such removal to some spot in the vicinity of the new harbour. The hospital possesses a reserve fund of about 50,000 r. (5,000*l.*), which sum, it is hoped, will be sufficient for the construction of a new hospital building near the place referred to.

It has also been decided to establish in the same neighbourhood a seamen's home or institute which would be accessible to sailors of all nationalities and be conducted on non-denominational principles. As the funds for its maintenance will be raised almost entirely at St. Petersburg the management of the institute will be in the hands of a local committee. His Imperial Majesty the Emperor of Russia has already graciously given for a long term of years the necessary plot of ground on which the building could be erected, and its construction will in all probability soon be commenced. Such an institute has for a long time been a *desideratum* at St. Petersburg, but the difficulty in the way of its realisation has always been the incompleteness of the harbour arrangements at the new port, which necessitates the spreading of the shipping in different parts of the river and at points distant from each other. It is now, however, on reasonable grounds expected that the new port will, without much further delay, be enlarged, and deal and grain basins, still non-existent, added to it. This done, almost all the shipping will be transferred from Cronstadt to the port in question and concentrated in one focus. The seamen's Institute will then prove available for all the shipping in port; at the same time the British seamen's hospital will be removed to the same neighbourhood and erected on a portion of the land granted for the sailors' institute. The concentration of the two institutions on the same premises is very desirable for many reasons, a reduction of the cost of maintenance of both institutions being the most urgent. It is estimated that the expenditure in establishing the seamen's institute at the new port will amount to about 1,200*l.*, and that the yearly charge for

its maintenance will be about 200*l.* The greater portion of the former sum has, I believe, been already subscribed in Great Britain, while nearly the whole of the latter amount will have to be contributed annually, chiefly by the shipping that frequents St. Petersburg and by the local commercial community.

Agriculture.

Cause of failure of harvest of 1891.

The summer of 1891 in the greater part of European Russia, especially in the black soil provinces, but excepting those of the south-west, was distinguished by unusual drought and sultriness, which injuriously affected all vegetation. To this drought and heat, combined with the dryness of the preceding autumn and late frosts during spring in some parts of the country, must be attributed the failure both of the winter and spring sown crops over an area embracing nearly two-thirds of the black soil zone, and in some other parts of Russia in which the soil is of another and less fertile description.

Yield of grain crops in 1891.

According to the returns of the Department of Agriculture the following was the yield of the grain crop in 1891 in the 50 provinces of European Russia, and this yield shows a great diminution, with the exception of that of maize, as compared with 1890, owing to the climatic causes above referred to. The greater yield of maize, which was 21 per cent. in excess of that of the year immediately preceding, was due to the circumstance that it was grown in provinces which were not affected by unfavourable climatic conditions:—

Articles.	Average Yield 1883–87.	Yield in 1891.	Percentage of Increase or Decrease.
	Tons.	Tons.	
Wheat	6,790,322	4,766,129*	– 29·8
Rye	17,230,645	12,636,290*	– 26·6
Oats	9,222,580	7,031,290*	– 23·7
Barley	3,803,226	3,425,806	– 10
Buckwheat	1,354,838	800,000	– 34
Millet	1,403,225	1,016,129	– 27·6
Peas	387,096	338,709	– 12·5
Maize	629,032	800,000	+ 21

Comparing the general yield of the harvest of 1891 with that of the previous 11 years (1880-90), it would appear that its results approximated those of the years 1880 and 1885, which were very unsatisfactory in agricultural respects. As regards the rye crop in 1891, its deficiency was only proportionately to the area of cultivation equalled in 1880, 1883, and 1889.

* There is a discrepancy under these heads between the figures given by the Department of Agriculture and the Central Statistical Bureau; the average of these two returns has been here taken.

Total deficiency of grain crop in 1891.

According to the calculations of the Department of Agriculture the total deficiency of the grain crop of 1891 in European Russia was equal to 71,050,000 tchetverts, or about 8,308,261 tons, or 23·1 per cent., as compared with the average of the five preceding years.

Linseed crop.

The crop of linseed was a bad one, both as regards the seed itself and the quality of the fibre of the stalk, throughout the black soil provinces and in some other localities, with the exception of the south-western provinces, where the yield was excellent. The crop in the non-black soil country was, with some exceptions, a satisfactory one, the yield being rather above the average.

Hemp seed crop.

Hemp seed yielded the best crop in the central, northern, and south-eastern provinces, where it is principally sown. Unsatisfactory crops of this seed occurred in the southern Steppe and eastern provinces, as also in those of Nijni-Novgorod and Perm.

Potato crop.

The potato crop was, on the whole, an unsatisfactory one, both in point of quality and quantity, the long drought injuring the seed tubers. The province of Kieff, Podolia, and Volhynia, and the northern districts of the province of Bessarabia presented a favourable exception in this black soil zone, where the yield was above the average. Average crops were also gathered in some portions of the provinces of Tchernigoff, Tamboff, Riazan, and Tula. The best crops in the non-black soil zone were yielded in the provinces of Moscow, Yaroslav, Kostroma, and in those of the north west.

Tobacco crop.

The tobacco crop proved generally a bad one.

Rapeseed crop.

The winter sown rape seed crop was below the average, and in some places failed to return the seed sown. The spring sown crop was a better one, though below the average.

Beetroot crop.

The beetroot crop was below that of 1890 by 0·55 per cent.

Hay crop.

The hay crop throughout the black soil country was below that of the last five years' average. In other parts the crop was either a satisfactory or good one, and considerably above the average, with the exception of the Central, Mid, and Trans-Volga province, and also in some of those in the north, where the yield was not quite up to the average standard. The failure of the hay crop in the black soil provinces was due to the cold spring, excessive heat, and protracted drought in the summer. In the north-western provinces the crop suffered, and was in some localities destroyed in consequence of abundant rain.

Agricultural labour.

According to the correspondents of the Department of Agriculture there was no lack of field hands. In some portions of the black soil country the supply was in excess of the demand, so that many workmen were obliged to return to their homes or to wander as beggars. In many portions of the eastern, south-eastern, Mid Volga, and Trans-Volga provinces, such as those of Kazan and Viatka, many of the peasant labourers received no wages but worked for their food alone. These unfavourable conditions for the agricultural labourer were owing to the almost universal

failure of his own crops in the provinces that suffered from drought and excessive heat, compelling him to seek labour on the larger estates, where there was a demand for field hands.

The famine of 1891.

The serious famine which visited 17 provinces* entirely and partly five others of the Empire, reducing the population, amounting to several millions, to a state of extreme distress, called forth prompt and energetic efforts of assistance both on the part of the Government, local zemstvos, and private individuals. The Government expended large sums for the purchase of food and grain seed for the stricken peasantry. Committees, both local and central, were formed with that object in the capitals and provincial towns, and later a high commission was appointed at St. Petersburg under the presidency of the Heir Apparent to concentrate as far as possible the flow of charitable assistance into one channel. The Red Cross Society and Ecclesiastical Committees actively exerted themselves in collecting money and food, and their appeals were not disregarded by the public officials, military and civil, railway and other employés who voluntarily contributed a portion of their salaries to the famine funds. Contributions in aid of the sufferers were also largely sent from Great Britain, the United States, and other countries in money and in the shape of breadstuffs and other provisions. The British communities of St. Petersburg and Moscow also gave pecuniary assistance unsparingly. Thanks to these combined efforts, not many people died of actual starvation, but disease in many forms, the attendant of famine, played considerable havoc towards spring among the physically reduced inhabitants of the provinces and districts in which the crops had entirely or partially failed.

Relief of starving population.

Count Leo Tolstoi.

In connection with the work of popular relief the name of Count Leo Tolstoi, the well-known author and philosopher, stands most prominent among those of his countrymen who actively exerted themselves in this humane undertaking. At an early stage of the distress he came to the rescue of the suffering rural population, and by noble precept and example threw life and energy into the cause of alleviation of the wide-spread distress. Assisted by sons, daughters, and other members of his family, he organised in his own and neighbouring districts kitchens at which food was gratuitously supplied to the people, established infirmaries for the sick, &c.; his philanthropic activity finding generous support both in Russia, Great Britain, and the

* The country visited by the famine may be divided into two regions: the first, commencing from the southern half of the province of Saratoff, spread eastwards, embracing the southern half of Samara and the province of Astrakhan and Orenburg, also the south-eastern section of Perm; the other region, commencing in portions of Kursk, Orel, and Tula, extended to the east and north-east, comprising Voronej, Riazan, Tamboff, Penza, and Kazan, with the southern portion of Nijni-Novgorod, the northern districts of Simbirsk, and some districts of the province of Viatka. The harvest of rye, which forms the staple of food of the peasants was, it must also be remarked, below the average in Poltava, Tchernigoff, Kherson, the Taurida, Ekaterinoslav, and the Don country. Fortunately the harvest was one of extraordinary abundance in the northern Caucasus, and from this part of the country the famishing provinces drew large supplies of grain during the course of the winter.

United States of America. The bright example set by him was followed by other large landed proprietors and charitably disposed individuals of both sexes in other parts of the country. It may be truly said that Count Tolstoi's efforts of benevolence on behalf of the famishing peasants have earned him a debt of gratitude which will not be forgotten by Russians of all classes for many years to come, and henceforward his name will always be associated in Russia with that of Howard, the great philanthropist, who did so much to improve the condition of suffering mankind especially in this country. Among the chief measures taken by the Imperial authorities for preventing a scarcity of bread-stuffs and a consequent enhancement of their price, and for retaining a sufficient stock of grain-food in the country, may be mentioned the prohibition of exportation of rye in grain and flour and bran of all kinds; this measure was subsequently followed by others of the same nature in regard to all other cereals and their products, and also to potatoes. Prices of grain were in this manner effectually kept down, and in order that grain food should be forwarded to the famine-visited portions of the Empire at as little cost as possible, railway rates for its carriage were reduced by one-half. Moreover, in order to enable able-bodied men to leave their starving homes for other parts of the country, where they could obtain work, the third class railway fares were reduced by 75 per cent. At the same time the Government and zemstvos started public relief works, such as felling timber, constructing and repairing roads, works of irrigation, &c., in various parts of the Empire. This latter measure, however, was only partially successful, seeing that road making and works of irrigation could not be carried out in winter, so that almost the only work that could be supplied by the Government consisted of timber felling, which labour was necessarily of a limited character.

Measures for preventing scarcity and rise of price of grain.

By January 1 last the Government had expended 70,000,000 r. or 7,000,000*l.** in the purchase of flour and seed corn for the population in the famine districts, and a further sum of about 150,000*l.* on relief works. In addition to these sums the whole of the special sustenance fund in the hands of the Government, which consisted of 750,000*l.*, was spent on the work of relief. The amount contributed by private individuals, Russian and others, for the sustenance, &c., of the same population cannot be estimated with precision; it can only be generally said to have been considerable. It should also be mentioned that the Russian Red Cross Society has played a very prominent part in the philanthropic work which it was almost the first to initiate.

It may be further stated in reference to this matter that for the purpose of providing the central relief committee with additional means for carrying out its benevolent objects two lotteries with tempting money prizes were started by the Government, and which were estimated to yield the committee a net profit of 960,000*l.*

* By May 1, 1892, this expenditure amounted to 130,000,000 r. (13,000,000*l.*).

Great mortality among cattle in famine districts.

The failure of the grain and hay crops in so many provinces entailed serious losses among the cattle and horses belonging to the peasantry. In one province alone, that of Saratoff, which was only partially famine stricken, about one-quarter of the population of three districts (the Atkar, Balashoff, and Khvalynsk) of the above province lost their cattle. The quantity of horned cattle and horses in these three districts was reduced, between the months of May and December last, from 2,000,000 heads to 825,000 head. In some of the districts of the province of Kazan the mortality among cattle and horses was likewise as great as that above cited, and the latter animals were in some districts purchased at the value of their hides, slaughtered, and salted down as food by the Tartar population.* The central committee has come to the relief of the province of Saratoff in the matter of horses by the purchase of 5,000 of these animals. In other provinces similar assistance has also been afforded by the committee, zemstvos, and others.

Periodicity of the famine in Russia.

The famine that occurred in Russia last year was only remarkable for the magnitude of the area of the country over which it was spread. Famines unfortunately are no strangers to Russia, as will be seen from the following brief account of the periodicity of their unwelcome visits.

The first considerable famine in Russia in the present century occurred in 1833, and it is said to have cost the Government and people 100,000,000 r. (10,000,000*l.*), many thousands of the population becoming hopelessly involved in debt and numerous landed proprietors being ruined. A disease broke out in the southern parts of the country closely resembling scurvy, produced by the consumption of acorns, chaff, and the insufficiency of sour cabbage and kvass, which are anti-scorbutics and constitute regular articles of diet of the Russian population.

Beggars and vagrants spread over the country, and theft of grain attained serious proportions. In the provinces of the Taurida, Ekaterinoslav, and in some of the districts of the Province of Saratoff, as also in the country of the Don Cossacks from two-thirds to nine-tenths of the cattle died from want of fodder. Thousands of workmen were discharged from manufactories, &c., owing to a restriction of the demand for their productions. The area of the winter crops was reduced to one-third of its previous proportions, owing to a scarcity of seed, which the Government only supplied in the course of the following spring.

This famine was succeeded after an interval of only seven years by a calamity of a similar nature which disastrously affected as large an extent of country. The famine of 1843 spread over 12 provinces, and the greater sufferers were the provinces of

* The mortality among horses in the 22 provinces visited by a total or partial failure of the crops ranged from 30 to 75 per cent., averaging about 45 per cent. So great was the mortality in some villages in the provinces of Kazan, Simbirsk, and Saratoff, that out of some hundreds only from two to three horses remained alive in each village.

Tamboff, Riazan, Tula, and Kaluga. Its origin was again attributable to a drought of long duration. In the previous year the crops had been bad ones in the same localities, so that assistance was required on a larger scale. The Government was more active on this occasion in affording relief in the shape of food and seed. The four provinces that had suffered most, and the population of which amounted to more than 2,000,000, received a sum in all, in gift and on loan, of 17,000,000 r. (1,700,000*l.*). The other provinces—those of Orel, Smolensk, Moscow, Poltava, Penza, Vladimir, Kursk, and Kharkoff, received in the shape of loans about 2,178,651*l.* The price of grain rose enormously—from 6 r. 50 c. per sack to 35 r. 37·55 c., 50 r. for such sack or tchetvert.

A serious famine visited the provinces of Vitebsk, Moghilev, Minsk, Pskov, Vilna, Kovno, Smolensk, and Petersburg in the years 1844 and 1846. The measures taken for relief were the same as those adopted in previous famines, and the cost of it to the Government was 1,000,000*l.*

During the last 30 years more or less considerable famines took place, namely, in 1867–68 and in 1872–73. On the former occasion a failure of the crops took place in the southern Steppe provinces, and in the latter on the lower Volga and Trans-Volga provinces.

The zemstvos during both these periods were charged with the sustenance of the distressed districts, the Government limiting its activity to making advances out of the general sustenance fund of the Empire. Since the establishment of the zemstvos, or territorial bodies, these have in time of want aided the peasantry to the extent of 1,145,021*l.*

A more serious famine than the last two took place in 1890, in some of the Trans-Volga provinces, when the Government advanced 101,962*l.* to the peasantry out of the general sustenance fund, and expended large sums in works of irrigation and on the construction of the Baskuchinsk Railway.

The comparatively frequent occurrence of famines in Russia is now engaging the serious attention of the Government. The question of these famines has been discussed at length in the press of this country, and the general conclusion arrived at is that they are not so much due to droughts and other humanly uncontrollable phenomena, as to the general backward state of agriculture in Russia, the unmerciful deforestisation of the country, and last, not least, the ignorant condition of the peasant class.

In the year 1891 there were in all 38 elevators at work and two in course of construction in Russia, distributed as follows:— Grain elevators.

	Number.
On the South-Western Railway..	11
„ Kharkof-Nicolaieff Railway	10
„ Vladikavkaz Railway	11
„ Riazan-Kozloff Railway..	4
At Libau, in course of construction	1
On the Baltic Railway, in course of construction	1
At the new port of St. Petersburg	2 floating.

In addition to these it was proposed to erect 22 more at the following points:—Rybinsk, Nijni-Novgorod, Kazan, Simbirsk, Samara, Saratoff, Penza, Syzran, Morshank, Kursk, Kirsanoff, Borisoglebsk, Sergievo II., Orel, Verkhovie, Kharkoff, Sumy, Lozovaya, Byk, Kamenskaya, and Tokarevka. A sum of about 2,000,000*l.* sterling was assigned by the committee of the relief works for the construction of these elevators.

Official standard for Russian grain.

The reputation in European markets of Russian grain, especially of wheat, having suffered considerably of late years in consequence of the adulterated and otherwise unsatisfactory state in which it is shipped at Russian ports, the whole question has been studied by the Ministry of Finances, with the result that it has been decided in principle to establish a regular classification of grain with fixed standards of quality. At the same time the grain shipped is to be subject to Government inspection.

The whole question still remains within the domain of projects. Desirous though this classification and inspection of shipments of grain may be in principle, it is generally felt by those employed in the trade that if these processes be made compulsory more harm than good will ensue; so far as inspection is concerned the proceeding will partake of the nature of a brack. On the other hand, should both the classification and inspection be optional matters will remain as they were. In view of this the solution of the question of placing the grain trade of Russia on an honest foundation is attended with no small obstacles and difficulties.

Annex A.—STATEMENT showing the Value of the Exports and Imports of European Russia in 1891 as compared with 1890.

	Exports.		Imports.		Total Value of Export and Import Trade of Russia.	
	1890.	1891.	1890.	1891.	1890.	1891.
	£	£	£	£	£	£
At European ports and land custom-houses	73,626,932	64,860,312	43,592,588	34,669,137	116,190,520	99,529,449
At Caucasian ports and custom-houses	8,327,901	6,350,941	2,093,026	1,017,131	10,420,927	7,468,072
Trade with Grand Duchy of Finland	2,002,278	1,775,968	1,605,089	1,359,256	3,607,367	2,135,224
Gold and silver in coin and ingots	2,325,981	2,084,306	2,754,130	1,231,025	5,080,111	3,315,531
Total	86,283,092	75,071,527	49,744,833	38,276,549	136,027,925	112,348,276
Trade along Asiatic frontiers (Trans-Caspian, Turkestan, China, Persia, and Amur region	887,879	Not yet published.	452,093	Not yet published.	1,339,972	..
Gold and silver coin and ingots	181,794	„	27,520	„	209,319	..
Grand total..	87,352,765	..	50,224,446	..	137,577,211	..

Annex B.—STATEMENT of Cereals Exported from the whole of European Russia, including the Black Sea and Caucasian Region, and to Finland during the Year 1891, as compared with 1888–89–90.

Articles.	1888.	1889.	1890.	1891.
	Cwts.	Cwts.	Cwts.	Cwts.
Wheat	68,881,178	61,196,143	58,470,750	56,602,607
Rye	34,479,642	27,092,571	24,720,107	21,858,750
Barley	25,719,428	21,139,107	19,500,750	14,777,357
Oats	28,308,858	2,254,564	16,676,035	14,773,500
Buckwheat	662,143	487,285	435,000	445,179
Millet	226,928	90,000	152,035	262,285
Maize	7,106,464	8,681,500	6,624,960	9,067,178
Peas	2,080,607	1,457,857	1,215,964	2,148,429
Beans and lentils ..	383,785	295,071	377,035	601,071
Millet groats	40,178	27,321	26,035	28,607
Buckwheat and other groats	756,678	473,786	541,928	371,893
Rice	28,928	5,464	2,250	8,357
Flour, wheat	1,215,000	1,099,285	913,178	989,035
„ rye	1,489,821	1,115,257	840,535	709,393
„ all other, excepting potato flour	71,678	41,464	42,428	21,536
Bran of all kinds ..	4,212,000	3,925,928	3,407,464	2,520,000
Other grain products ..	..	13,500	20,571	27,000
Total	175,663,316	129,395,203	133,967,025	125,212,177

Annex C.—STATEMENT of Principal Goods (other than Cereals) Exported from European Russia, including all Black Sea Ports and Caucasian Region and Exportation to Finland, during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Timber	...	...	4,365,800	...	5,370,400
Deals	...	...	28,813,000	...	3,255,400
Seeds—					
Linseed	Tons	268,032	2,180,400	391,290	3,040,200
Hempseed	,,	18,000	125,100	14,677	94,000
Grass seeds	,,	21,839	222,000	9,242	116,000
Other seeds	,,	102,257	841,000	124,774	1,180,800
Oilcake	,,	324,885	748,900	127,387	601,100
Flax	,,	182,774	4,856,100	195,629	5,721,800
,, tow and codilla	,,	22,209	401,200	18,967	378,000
Hemp	,,	55,307	1,654,200	53,355	1,631,400
Cordage	,,	4,967	177,500	4,177	162,500
Hides	,,	13,709	857,000	8,064	618,000
Furs and skins	,,	7,171	592,100	5,951	491,100
Bones and bone meal	,,	35,129	169,300	37,629	203,800
Bristles, raw	,,	2,613	782,000	2,516	909,400
Tallow	,,	3,274	91,400	3,744	106,900
Wool of all kinds	,,	33,274	1,561,200	2,966	1,575,500
Camels' hair	,,	3,855	114,900	1,177	57,900
Naphtha and products of	,,	860,436	3,016,500	762,744	2,730,100
Mineral oils	,,	721,048	2,382,400	635,822	2,120,500
Lubricating oils	,,	81,611	513,500	73,661	490,400
Naphtha residuum	,,	49,354	101,700	46,434	98,400
Turpentine	,,	4,968	95,000	4 758	81,200
Poultry	Number	4,425,000	390,700	3,822,000	359,300
Game	,,	1,702,000	73,300	1,944,000	92,600
Eggs	Millions	833	1,266,200	755	1,235,800
Beef and pork	Tons	5,419	159,900	10,322	335,100
Butter	,,	6,968	428,200	5,064	329,200
Margarine	,,	726	32,700	1,112	52,000
Sugar, raw	,,	91,193	2,280,400	24,725	620,000
,, refined lump	,,	2,000	65,200	2,209	63,400
Spirits	Gallons	13,097,500	533,700	13,839,000	574,200
Cigarettes	Number	39,814,000	36,900	32,000,000	29,700

Annex D.—STATEMENT of Principal Goods Imported from all Countries into the whole of European Russia, including Finland, and at all Black Sea Ports during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Tea	Tons	14,032	1,788,900	14,726	1,880,900
Herrings	,,	73,806	677,000	90,274	786,800
Cotton, raw	,,	117,355	7,072,700	130,693	7,986,800
,, yarn	,,	2,564	520,100	3,822	901,900
Wine	Barrels	8,226	525,600	8,322	508,200
,, in bottles	Number	794,000	202,300	691,000	219,700
Coffee	Tons	5,709	543,500	6,370	560,700
Oranges and lemons	,,	21,339	271,700	22,048	275,600
Tobacco, all kinds	,,	827	211,500	1,140	370,100
Wool, raw	,,	3,370	403,800	3,161	395,800
Jute	,,	9,742	177,300	7,462	124,700
Dyewoods	,,	37,161	222,700	34,274	229,500
Indigo	,,	672	488,600	892	656,400
Coal and coke	,,	1,713,468	1,206,900	1,718,403	1,251,200
Cast-iron, raw	,,	75,419	314,000	124,403	504,300
,, worked	,,	2,548	81,900	3,435	87,900
Iron, assorted and in plates	,,	60,226	742,000	94,096	1,106,200
Iron and steel, worked and wrought, all kinds	,,	8,548	366,400	10,919	399,500
Steel, raw and assorted, all kinds	,,	7,806	191,800	12 371	250,600
Steel rails	,,	2,871	50,300	1,662	32,700
,, plates	,,	3,645	91,700	2,484	53,800
Tin, in bars and rods	,,	2,194	141,300	2,580	163,800
Lead, in bars and sheets	,,	20,000	317,000	22,629	339,000
Chemical products and materials	,,	70,032	1,169,900	85,016	1,249,600
Scythes, sickles, shears, &c.	,,	3,355	184,420	3,790	220,600
Tools	,,	3,290	184,200	3,774	220,600
Agricultural machinery and implements	,,	6,919	207,900	7,451	246,360
Machinery of all kinds, steam engines, &c.	,,	35,692	1,950,700	32,548	1,891,500
Flax and hemp goods	,,	1,026	131,700	1,484	149,300
Woollen goods	,,	953	423,200	1,026	428,700
Cotton goods	,,	1,000	263,400	950	260,900
Silk goods	,,	47	124,800	55	153,200

Annex E.—STATEMENT showing Principal Goods Exported from St. Petersburg and Cronstadt to all Countries during the Years 1891–1890.

Articles.		1890.		1891	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Cwts.	1,975,179	...	2,106,322	...
Rye	,,	881,357	...	2,213,357	...
Grits	,,	462,215	...	286,714	...
Oats	,,	4,968,965	...	4,715,036	...
Butter	,,	20,250	...	33,750	...
Corn brandy and spirits	Gallons	...	...	6,464,500	...
Timber	...	...	1,405,875	...	804,258
Linseed	Cwts.	1,714,500	...	1,100,571	...
Oilcake	Tons	22,064	...	86,419	...
Flax	,,	13,293	...	15,952	...
,, tow and codilla	,,	7,156	...	9,549	...
Hemp	,,	1,145	...	839	...
Bones and bone meal	,,	14,161	...	15,355	...
Bristles	,,	581	...	564	...
Tallow	,,	774	...	596	...
Wool (including camel and cow hair)	,,	2,597	...	6,194	...
Sheet iron	,,	1,048	...	484	...
Mineral oil	,,	10,919	...	12,919	...
Lubricating oil and naphtha residuum	,,	9,855	...	9,274	...
Cordage	,,	710	...	952	...
Linen	,,	297	...	245	...

Annex F.—STATEMENT showing the Principal Goods Imported at St. Petersburg and Cronstadt during the Years 1890–91.

Articles.		Quantity.	
		1890.	1891.
Oranges and lemons	Tons	1,661	1,435
Coffee	,,	2,242	2,113
Tea	,,	613	631
Wine	Barrels	2,532	2,532
,, in bottles	Number	217,000	204,000
Herrings	Tons	10,209	8,290
Coals and coke	,,	964,758	977,339
Chemical products (soda, potash acids, &c.)	,,	12,242	10,129
Olive, palm, and other oils	,,	5,032	4,274
Dyewoods and substances	,,	9,629	9,984
Cast-iron, raw	,,	42,111	45,387
Wrought-iron, in bars, sheets, &c.	,,	13,048	6,419
Steel, assorted and other	,,	2,612	1,855
Tin	,,	1,000	710
Lead	,,	13,645	10,774
Iron and steel articles, worked, polished, &c., weighing more than 5 lbs.	,,	903	694
Tools, hand, all kinds	,,	387	387
Locomobiles, machinery, fire engines, &c.	,,	7,032	8,919
Cotton, raw	,,	24,113	15,355
ute ,,	,,	3,597	5,111
Wool ,,	,,	511	726

Annex G.—STATEMENT of Principal Goods Exported from St. Petersburg direct to the United Kingdom in 1891 as compared with 1886–90.

Articles.		1886.	1887.	1888.	1889.	1890.	1891.
Wheat	Cwts.	1,651,651	582,959	384,454	624,841	1,090,743	641,547
Oats	„	4,355,141	4,259,581	6,136,531	5,823,531	3,696,005	4,302,887
Linseed	„	2,130,696	1,007,894	912,661	739,830	943,486	552,621
Tallow	Tons	699	135	365	355	314	249
Bristles	„	415	378	158	386	293	306
Hemp and hemp yarn	„	517	2,489	1,384	1,804	1,233	784
Flax, codilla, and tow	„	10,499	7,440	9,480	6,715	7,723	8,629
Oilcake	„	7,765	8,625	10,900	12,117	11,826	16,268
Deals	Standard doz.	691,755	630,501	799,592	866,004	792,931	699,170
Lath-wood	Pieces	771,153	577,024	597,372	814,521	504,982	587,647
Rickers and spars	„	146,403	423,245	241,424	395,970	161,977	269,911
Crush	Yards	2,971,701	2,917,639	3,694,815	2,413,281	1,987,356	1,732,270
Sheet-iron	Tons	2,035	1,776	1,954	581	902	285
Butter	„	449	125	311	23	24	89
Mineral oil	„	926	411	4,404	2,107	923	850
Bones and bone meal	„	4,548	1,031	1,064	2,098	2,121	1,065
Wool, camel and cow-hair	„	541	1,587	597	3,415	2,257	6,118
Eggs	Number	28,200	3,136,500	9,499,500	21,252,000	40,560,000	50,305,500

Annex H.—STATEMENT showing the Relative Tonnage of British Shipping to the General Tonnage of the Port of Cronstadt, St. Petersburg, in 1891, as compared with 1881–85, and 1886–90.

Year.	Tonnage of Vessels of all Nations.	British.		German.	Swedish and Norwegian.	Danish.	Russian.	Dutch.	Other Nations.
		Tonnage.	Per Cent. of Tonnage of Vessels of all Nations.						
Average, 1881 85 ..	972,788	533,111	54 7	155,428	113,524	99,238	44,190	22,603	4,694
1886 90 ..	1,007,639	551 117	54 ·7	138,656	115,240	131,055	44,554	21,159	5,858
1887	1,046,278	540,551	51 ·7	153,250	134,206	144,596	50,281	22,394	796
1888	1,018,069	570,994	55 ·0	145,633	122,859	119,627	28,537	23,089	7,330
1889	1,018,469	595,620	58 ·5	118.474	107,983	127,728	36,615	19,053	2,996
1890	940,781	548,203	56 ·6	126,185	83,649	122,158	44,409	18,094	3,083
1891	960,162	534,389	56 ·6	108,064	122,393	121,834	47,394	16,607	9,481

Cronstadt.

Mr. Vice-Consul Fishwick reports as follows :—

Referring to my return of British shipping of last year it will be found that the number of British vessels has decreased by 31 vessels, or 8,814 tons registered, showing that the British shipping trade with the ports of Cronstadt and St. Petersburg continues to decrease from year to year owing, evidently, to a smaller demand for grain and to the unfavourable rates of exchange. Moreover, the competition of foreign vessels, particularly of steamers, the number of which has greatly increased of late, are the principal cause of the rates of freights keeping at a low figure ; they are also exercising a certain influence on the diminution of British tonnage at these ports.

I beg to subjoin a return of both British and foreign shipping at the ports of St. Petersburg and Cronstadt during the season of 1891, from the opening of the navigation, April 22, to November 17, or 198 days.

Arrived and Entered.

Nationality.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	556	532,987	7	1,402
German..	173	98,106	39	9,958
Swedish..	168	48,789	15	4,842
Norwegian	55	30,797	91	37,965
Danish	105	106,393	107	15,441
Russian..	44	33,141	63	14,253
Dutch	17	10,962	15	5,645
French	3	1,804	3	664
Spanish..	1	1,509	..	..
Italian	..	..	3	1,512
Austrian	.. ..	..	7	3,992
Total	1,122	864,488	350	95,674

Of which 1,266 steamers and sailing vessels arrived with cargo, and 206 steamers and sailing vessels arrived empty or in ballast, making a total of 1,472, showing an increase against 1890 of 17 vessels of 19,381 registered tons.

Of the above total of arrivals during the season—

	Number of Vessels.	
	Steam.	Sailing.
Proceeded direct through the Sea Canal to the city of St. Petersburg	646	228
Stopped at Cronstadt, some of which, after discharging, left for St. Petersburg	466	132
Total	1,472	

Of the outward-bound vessels from this port and St. Petersburg part loaded cargoes and part left empty or in ballast for the following countries:—

	Number of Vessels.
Great Britain	489
Germany	214
Sweden	211
Norway..	16
Denmark	124
Holland	117
Belgium	32
France	57
Portugal	1
Russian Baltic ports	171
Black Sea, White Sea, and Pacific	23
Wintered here..	17
Total	1,472

The total quantity of grain exported this season was 11,016,385 cwts. Deals and wood 1,093,537 standard dozen, showing a decrease of 1,063,173 cwts. of grain and 27,874 standard dozen of deals, as compared with the preceding year. Against the season of 1890 the quantity of coals, coke, patent fuel, and pig iron imported this season stands as follows, say all from Great Britain:—

	Tons.
Coals	918,535
Coke	45,814
Patent fuel	13,335
Pig-iron	43,259
Total	1,020,943

An increase of 18,677 tons against the year 1890.

Since my last report no change or improvement has taken place in the arrangement of the harbour at Cronstadt; all remains much in the same state as heretofore, and the inconvenience of the port yearly increases to the shipping trade.

In conclusion I would add that the autumn season was cold and winter came upon us rather suddenly, thus the season was shorter than last year by 29 days.

ARCHANGEL.

Mr. Vice-Consul Henry Cooke reports as follows:—

General trade.

Though the wood export considerably increased during the past year, and the shipping season was somewhat brisker in consequence, yet the causes of this, explained below, being, as it were, artificial and perhaps temporary, there is no disposition at present to imagine the return to this port of any general or settled prosperity, the more so as the inhabitants still regretfully

compare it, not with recent seasons, but rather with those years gone by, when, as the lately issued report of the local merchants' committee states, "Nothing better could possibly have been desired."

No improvements in inland communications.

No further steps were here taken, as all preceding movements to that end have invariably failed, with regard to the improvement of the existing inland communications, or to the creation of new ones, and only by either of these means, and more particularly the latter, could the rapid decline of the last 20 years be arrested.

Need of same.

From its isolation from the chief commercial centres, Archangel forms a single and most convenient outlet for an immense district more extended by far than that which now feeds the port, but a district almost totally unconnected; and even under the existing narrower conditions, and this was particularly the case last year, during the very brief navigation season large quantities of goods are, year by year, detained in the tributaries of the Dwina, owing to the constantly increasing shallowness of the various inland waterways.

Wychegda-Sosva Railway.

Some hopes were raised by the measures taken in April, 1891, by State Councillors Auerbach and Rjevski and Mr. Clark, of St. Petersburg, with a view to the construction of the Wychegda-Sosva railway, but, according to the "Kazan Listok," and contrary to the more favourable expectations here awakened, as briefly mentioned in my last report, the reply of the Minister of Ways was of a character to preclude for the present any further advance in this question. This projected line, to extend some 400 miles, would be undoubtedly of great value to this district, uniting, as it would, the Obi and Dwina basins, the Wychegda flowing into the Dwina, the Sosva into the Tavda, and the latter into the Tobol, a tributary of the Obi, and thus a way would be opened for the export abroad, through Archangel, of the large superfluity of Western Siberian grain remaining over and above the demand for the same in European Russia, and finding no suitable market; this surplus stock, at the commencement of the present year's navigation, amounting, according to the Kazan newspaper above alluded to, to 40,000,000 pouds. But not only in the grain export would advantage accrue to Archangel from this line, as it would in addition open out those vast Crown forests only awaiting convenient communications for exploitation, and, in general, lay open to commerce and civilisation a widely extended territory.

Advantages to Archangel of the same.

Viatka-Dwina line.

For the present, however, this and the Viatka-Dwina line, a more pressing necessity to the people of this Government, are but projects of an indefinite future, but till either is carried into execution little hope remains of all this northern country recovering from the depressed and necessitous condition in which it now lies.

The trade of last season.

Taking the last season as it was, and comparing it with recent years only, it was not, nevertheless, unfavourable.

General shipping.

The general shipping rose in numbers to 334, with an aggregate tonnage of 165,974 tons, showing an increase of 96 vessels and 60,580 tons compared with 1890.

British shipping, always most in request, naturally rose in proportion, the number of vessels being 128, with a tonnage of 95,644 tons, or an increase in ships and tonnage of 54 vessels and 46,809 tons respectively in comparison with 1890. The relative tonnage of British vessels to that of all nationalities combined was 57 per cent., or 11 per cent. above that of the previous year. British shipping.

Of the 128 vessels above mentioned 121 were steamships, and here it may not be uninteresting to quote the Consular Report of 1865, when three steamers first visited Archangel, in which it is stated:—"These pioneers of steam communication did not find the enterprise remunerative, and it may, therefore, only be repeated at irregular intervals." The reason given then, the small import trade, still exists, and practically there is now no import at all in British vessels, about two-thirds of the steamers arriving here direct from England in ballast, the rest after having discharged coal at Norwegian ports on their way. British steamers. Import through British vessels.

Freights were very good, far better than at present; but, on the other hand, steamers now load a foot deeper than last year, and so save lighterage expenses to the bar. Freights.

The import was altogether insignificant, consisting mainly of fish from Norway and from the Lapland Coast, coal, maize, kitchen salt, and, in less quantities, coke, cement, greystone, wines, fruits, &c., the total result for the year, as detailed in Table A, being a diminution of 194,776 r. compared with 1890. General imports.

The export list, classified in Table B, is of a much less gloomy character, the total value being 5,982,469 r., an increase of 1,189,234 r. over that of the preceding year for goods exported abroad, while of goods sent from the port to the outlying districts in the interior there was an increase of 137,146 r., the demand for interior consumption being preferably for grain and fish products in expectation of bad harvests. General exports.

As previously, by far the greater part of the goods were shipped to British ports, more especially wood, oats, tar, linseed, tow and codilla, and mats. Export to Great Britain.

The shipment of timber, which in the foregoing season dwindled down to inconsiderable numbers, rose again last year to a much more encouraging condition, 662,723 standard dozens being shipped, exceeding by 296,213 the total of 1890. In the winter of 1889–90, hoping to prove thereby the impossibility of purchasing at the high prices required, mill-owners bought little or nothing from the Crown forests, this accounting for the falling-off in 1890, but in the succeeding winter, although no reductions in prices were obtained, certain privileges were granted, enabling them to purchase in large quantities for export last season, all of which was shipped, including even fresh sawn wood, leaving little remaining for the present navigation. The high prices referred to are explained by the fact that the merchants, instead of coming to some accord among themselves, in a spirit of competition outbid each other at the forest sales, and the minimum price for the ensuing year is determined according to the highest price obtained in the preceding. The The timber trade. High forest prices. The saw mills.

mills were very busy during the year, and, thanks to the low course of exchange, a good quantity of wood was bought at the last Crown sales. Some improvements, I am told, are needed in the mills, which in several ways are years behind those of Sweden and Norway.

Oats.

As anticipated in my last report, owing to the very excellent harvests of 1890 in Viatka and Vologda, and to the purchasing here from those Governments of oats usually transported by rail to France, there was a marked increase in the export of this article, 596,642 bushels being shipped in excess of 1890. The

Rye.

good harvests alluded to even enabled some 70,000 bushels of rye to leave the port, though, as a rule, this cereal finds no place

The crops in 1891: General failure in Archangel Government.

in the export list. The crops last year throughout the Archangel Government in general meagreness did not belie expectations. Only in the Shenkursk district were they satisfactory. The cold and rainy June, followed by the frosts of July and August, rendered the yields in most parts scant and thin, the grain seldom ripening, while in the Mezen, Petchora, and parts of Onega districts the August frosts wrought general devastation not alone in grain but also in mushrooms, berries, potatoes, and other such vegetables playing an important part in the peasants' food.

Linseed.

The linseed crop of 1890 having produced a good yield the export last season rose accordingly, 238,421 bushels being shipped, and 24,955 cwts. of cakes, or about 20,000 cwts. beyond the previous year. The crop last year was a poor one, and a large amount of cakes having been bought for the interior, where prevailing prices are higher than abroad, the export for the present season will be more limited.

Flax.

The flax shipped showed a slight improvement. The year's yields were fairly good in Viatka and Vologda, and, as little was exported thence by rail in the early part of this year, the season's shipments promise to be more abundant

Tow and codilla.

In tow and codilla there was a decrease of some 3,000 cwts. in the amount exported.

Tar and pitch: causes of decline in export.

Tar and pitch, as expected, both declined, the former by about 30,000 barrels, the latter by 3,000, this being owing to about two-thirds of the quantity purchased in the interior, being detained in the rivers from want of water. Prices, too, in the foreign market showed a continual downward tendency, so that the peasants find more profitable work in felling wood than in the production of this article.

The Murman fisheries.

From exceptionally stormy weather the spring and summer fisheries on the Murman coast were complete failures, though fish were abundant. The later captures, especially of cod, were particularly plentiful. In spite of the hundreds of thousands of

Whaling enterprise.

roubles expended on whaling enterprises, there is now a dead lull, except on the part of the Norwegians, who display an ever extending activity.

Silver mines.

According to the "Novoe Vremja" two mineral engineers were sent in June, 1891, by the Government to investigate some

silver mines lately re-discovered on Medvied Island in the Kandalaks Gulf of the White Sea.

In the Petchora Basin, with the permission of the authorities and the exemption for 12 years from the tax on kerosene, a Mr. Galin, from Ekaterinburg, is examining into some of the naphtha sources which abound in this Government. Naphtha sources.

Dredging in the Dwina was continued all the year, and it is hoped that by the coming season ships will be able to load 18 feet, instead of the 15 feet now permitted them. Dredging in the Dwina.

There were no wrecks of British vessels in the White Sea, though the steamer "Regent" was lost in the Gulf of Mezen, and the steamship "Zeus" badly grounded in the River Mezen, putting in at Archangel for repairs. From the dangerous character of this river and the rather primitive arrangements, when there are any, for pilots, beacons, &c., this has always been fatal to British steamers of late years. A recent Imperial decree has, however, ordered surveys to be made and sea-marks to be placed near dangerous spots. By this same decree all ships entering the mouth of the river with cargo or ballast, equal to less than one-third of the ship's cargo capacity, undergo a fine of 1 r. 25 c. for each ton of insufficient ballast. Shipping casualties. Mezen River: Dangerous state. Decree concerning cargo and ballast entering River Mezen.

With reference to the lighthouse needs mentioned in my last report, a new lantern with revolving lights, fog signals, &c., has lately arrived here from Paris, and is now being fitted to the Orloff Lighthouse, and the erection of a lighthouse on Cape Gorodetski has been sanctioned, and will be proceeded with without delay. Improvements in lighthouses.

New charts of the Kovda and Kem districts were issued last autumn. New charts.

The last British vessel left the port on October 18, and navigation closed soon after. Close of navigation.

NOTE.—In the above report Russian weights and measures have been reduced, as under, into their English equivalents:— Weights and measures.

1 tchetvert	= 5·46 bushels.
1 poud	36·4 lbs.

Annex A.—TABLE of Imports to the Port of Archangel during the Years 1891–90.

Articles.	Value.	
	1891.	1890.
	Roubles.*	Roubles.*
Various goods from Vologda and neighbouring Governments, and from the districts along the Dwina and its tributaries ..	3,041,028	3,209,262
Fish, skins, and other goods brought in coasters from the Russian shore	405,956	398,066
Fish, skins, and other goods brought in coasters from the Norwegian shore ..	544,636	464,670
Foreign goods from abroad	225,619	304,017
Total	4,217,239	4,376,015

* On account of the difference in the rate of exchange per 1*l.* sterling during the two years the amounts here are placed in roubles for the sake of exact comparison.

Annex B.—TABLE of Exports from the Port of Archangel during the Years 1891–90.

Articles.		Quantity.	
		1891.	1890.
Timber	Standard doz.	662,723	366,509
Oats	Bushels ..	2,087,991	1,491,349
Rye	„ ..	68,703	..
Flax	Cwts.	39,558	34,288
Tow and codilla	„	37,230	40,263
Tar	Barrels ..	84,219	113,446
Pitch	„ ..	15,595	18,650
Linseed	Bushels ..	238,421	224,160
„ cakes	Cwts.	24,955	5,547
Mats	Pieces ..	137,860	129,050
Skins	„ ..	28,780	6,644
Train oil	Cwts.	8,529	1,731
Feathers	„	413	225
Tongues	Dozen ..	1,460	2,464
Turpentine	Cwts.	3,672	2,134

RETURN of all Shipping at the Port of Archangel during the Year 1891.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	1,896	121	93,748	128	95,644
Russian	5	1,444	5	1,792	10	3,236
Swedish and Norwegian	98	26,104	8	3,926	106	30,030
German	20	6,166	40	23,876	60	30,042
Danish	25	4,608	3	2,022	28	6,630
Dutch	1	232	...	...	1	232
French	1	160	...	...	1	160
Total	157	40,610	177	125,364	334	165,974
,, for the year preceding ...	116	26,645	122	77,212	238	103,857

HELSINGFORS.

Mr. Vice-Consul C. J. Cooke reports as follows:—

General review of whole country.

As to economical conditions during 1891 they are characterised firstly, by an average harvest, except in certain parts of the provinces of Uleaborg, Kuopio, and Viborg, where a partial failure occurred and necessitated some interference from the Finnish Government, as well as a subscription opened throughout the country by which about 10,000*l.* was raised and distributed to the distressed peasantry; secondly, there was a great scarcity of money, causing some lack of work in general; thirdly, bad times in the foreign market, more particularly in the timber trade, combined with the famine in Russia, all acted adversely on Finnish commerce and conduced to make the year 1891 only moderately prosperous. Add to these the Imperial decrees issued in August preventing the export of cereals and the still prevailing uncertainty as to the introduction of the Russian customs tariff (with its highly protective duties) into Finland.

In order to lessen the need of money Finland's Bank delivered to private banks 2,000,000 marks,* and all banks willingly put their capital in circulation. No less a sum than 12,800,000 marks more than in 1890 was issued to the public.

Finland's Diet met in January of this year, and in spite of many political difficulties contrived to pass several useful laws before it was closed in the month of May.

Trade of Helsingfors.

Helsingfors continued to increase and improve vastly throughout the year, though towards the end of it the scarcity of money began to be felt, and finally exercised a salutary check on building operations. The population of the town is now estimated at nearly 75,000, including the garrison.

The Finnish Steamship Company paid a dividend of 14 per

* The Finnish mark equals 1 fr.

cent., and increased its stock of ships by two fast sailing-steamers (14 knots) called "Astræa" and "Urania," from Messrs. Wigham, Richardson, and Co., of Newcastle.

The ships were built for the purpose of the increasing trade between England and Finland, and accomplish the distance between Hull and Helsingfors—in winter Hull and Hango by the aid of the ice-breaker "Murtajo"—in 3½ days, starting from each end every Saturday evening.

Considerable improvements were made during the year in the port by extending the quays, building sheds, dredging, &c., whilst the long-discussed coast line around Helsingfors was at last commenced.

Imports and exports.

The total imports and exports of Helsingfors for the year are as follows:—

IMPORTS.

	Marks.
Manufactured goods	3,041,268
Wheat, &c.	2,905,511
Sugar, &c.	2,637,896
Coffee	2,328,834
Machines	1,561,724
Rye	1,444,285
Wines	889,399
Coals	819,067
Petroleum	474,573
Various	19,890,251
Total	34,993,808

EXPORTS.

	Marks.
Timber	3,500,788
Paper and pulp	734,033
Tissues	485,241
China goods	166,605
Butter	128,995
Machinery	54,990
Various	1,156,586
Total	6,227,238

Telephones.

Telephones have taken such a hold of the town that there were no less than 1,750 subscribers at the beginning of the year, against 150 in 1882.

Electric light.

The electric light has also become very common.

Customs.

The customs duties showed a slight decrease over the preceding year—

	Marks.
1891	20,134,653
1890	21,023,968
1889	17,984,751

Railways.

The State railways continue to show an increased turnover, which says much for the prosperous state of the country.

The totals were as follows:—

	Marks.
1891	12,796,000
1890	11,831,133
1889	10,488,730

The building of new railroads continues to go on steadily. That to Kotka—connecting it with the main line at Kouvola—is already finished, and the Karelska line (Viborg and Ioensu) is fast progressing; as is also the case with the Bjorneborg-Tammerfors railway.

The rails for the above are all from England and a portion of the working gear, &c., also.

Timber trade.

At a meeting of the chief timber exporters it was decided to limit the cutting of timber in Finland to a certain sum, which was even in many cases considerably lessened, thanks to the large snowfall in winter which made the transport very difficult.

The result of the above policy is seen at a glance—

	Value.	
	1890.	1891.
	£	£
Prepared at saw-mills	231,000	212,000
Stores at end of navigation..	148,000	123,000
Amount shipped	191,000	247,000

During 1891 the prices were very low, but at the end of the year they improved considerably for timber to be shipped in 1892.

In general the year was an unfavourable one, owing to many bankruptcies and strikes in England; but whereas other countries had a decrease of business to show Finland increased the amount, proving that she is becoming better known, and also her way of doing business more appreciated.

The augmented duties on timber imported into France (which came into force in 1892) caused an increased export to that country during 1891.

Emigration.

The emigration of Finns to America—mostly to the State of Michigan—continues to increase year by year. The Finns make very good immigrants, and it is calculated that about 20 per cent. return to Finland with a little capital. In addition to this, large sums are generally sent to Finland to their poor relations, which shows that they prosper in the Far West. There were about 10,000 who emigrated mostly from the north and north-west of the country during the year.

Lighthouses.

The passage of the Gulf of Finland has been rendered much easier by the erection of a lighthouse on Jussaro, an inland mid-way between Porkkala Head and Hango, and another step towards making the navigation secure will be made next year by placing

a couple of light ships to mark some shallow water south of Helsingfors.

Shipping at Helsingfors.

The English shipping at Helsingfors showed a considerable rise over the preceding year—46 vessels of 49,799 gross tonnage, as against 33 of 38,197 gross tonnage, and that, too, in spite of the ever-increasing efforts of the Finns to develop their steam merchant fleet.

Freights, however, were very low, and show a tendency to keep so, which accounts for the falling-off in the number of Finnish sailing vessels.

Agriculture.

Harvest.

The harvest of 1891 can be taken as an average one, except in certain parts of the provinces of Uleaborg, Kuopio, and Viborg, where a partial failure occurred, owing to cold weather in June and night frosts early in August.

Distress.

But the distress was not excessive, thanks to the aid rendered by the Finnish Government, in the forms of loans and public works (consisting of draining of morasses and building of roads), and also of a slight public subscription.

Now, as in the great famine of 1867–68, when more than 100,000 persons died from hunger and disease, no disturbance occurred, which speaks much for the good order of the country and the enlightenment of the people.

Prohibition of export of grain.

The Imperial ukaz in Russia of August forbidding the export of rye, and later on other cereals, was also by special decree extended to the Grand Duchy of Finland.

This, however, was economically of little importance, because the country does not as yet produce cereals enough for home consumption, and an export of grain hardly exists. Only the export of oats from the west coast has increased in the last 10 years, and will probably do so more and more in the future.

Exporters of oats.

The exporters of oats in Abo and Vaza were, therefore, the only people to suffer from the decrees in question.

Improvement of agriculture.

Although Finnish agriculture has many difficulties before it—the chief of which are the climate and the abundance of cereals in Russia depressing the prices in Finland—the production of grain has increased latterly, as is shown by the following.

The average harvest of rye in 1878–82 was 9,508,000 bushels, and in 1885–89, 12,033,000 bushels. The increase was thus 28 per cent. The average harvest of barley in 1878–82 was 5,097,100 bushels, and in 1885–89 it was 5,642,400 bushels. The increase was 11 per cent.

If the cultivation of barley has thus made comparatively small progress, that of oats has been more rapid. It has increased from an average of 8,035,700 bushels in 1878–82 to 12,382,400 bushels in 1885–89. The increase is 54 per cent.

The average harvest of all cereals* was thus, in 1878–82,

* The harvest of wheat, with an average of only 143,000 bushels a year, is not included in these sums.

22,640,000 bushels; and in 1885–89 it was 30,057,800 bushels. The increase is 33 per cent. The population has in the same time augmented 20 per cent.

Dairy farming continues to engage an increasing amount of interest. The Government, agricultural societies, and farmers' institutes are in various ways promoting this industry. An improvement of the quality, as well as a greater export, of Finnish butter has been the result. Each year will doubtless witness more extensive operations in this branch of trade, especially now that Finland has regular communication with England and other countries by the aid of the ice-breaker "Murtaja," engaged in winter to keep open the port of Hango. There are signs that England will become the chief market for Finnish butter, and already large quantities are exported to that country.* Dairy farming.

The export of butter was, in 1891, about 7,837 tons, worth nearly 600,000*l.* In 1878 it was only 4,608 tons. The number of cattle was, in 1865, about 954,000, and 1,254,000 in 1888. Butter export.

TABLE showing the Total Exports from and Imports into Finland during the years 1891–90.

EXPORTS.

Articles.		1891.	1890.
Wood	Value £	1,791,379	1,454,108
Corn, &c.	Kilos... ..	45,214,560	35,543,417
Paper pulp	„	20,506,476	23,139,782
Iron and steel	„	13,894,740	14,732,958
Paper	„	12,486,911	10,863,617
Butter	„	7,963,561	7,685,101
Fish	„	7,049,656	6,744,019

IMPORTS.

Articles.		1891.	1890.
Corn, &c.	Value £	1,112,294	884,965
Iron and steel	Kilos... ..	48,640,000	27,157,752
Petroleum	„	9,867,620	11,408,266
Coffee	„	5,576,419	5,107,744
Cotton	„	4,199,788	4,183,667
Fish	„	3,705,534	4,481,240
Skins	„	3,447,207	3,334,604
Tobacco	„	3,009,701	3,190,874

* An order has just been issued by the Senate forbidding the manufacture of margarine in Finland.

TABLE showing the Total Value of all Articles Exported from and Imported into Finland during the years 1891–90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain	760,756	706,000	860,576	928,280
Russia	1,445,707	1,454,520	2,069,796	1,890,240
Germany	292,538	239,480	1,873,451	1,791,304
Other countries	1,668,924	1,289,640	1,057,246	1,014,256
Total..	4,167,925	3,689,640	5,861,069	5,624,080

RETURN of all Shipping at the Port of Helsingfors in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	1,814	40	47,985	46	49,799
Finnish	250	23,096	470	156,699	720	179,795
Swedish and Norwegian	66	15,824	19	9,170	85	24,994
Russian	522*	7,609	13	3,304	585*	10,913
German	6	1,112	33	10,875	39	11.987
Danish	18	3,053	3	2,180	21	5,233
Other countries ...	12	6,018	4	2,875	16	8,893
Total	870	57,526	582	212,092	1,452	269,618
,, for the year preceding ...	931	60,392	638	209,683	1,569	270,075

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	1,814	40	47,985	46	49,799
Finnish	158	20,039	464	149,881	622	169,920
Swedish and Norwegian	59	14,609	17	7,881	76	21,480
Russian	473*	7,457	11	2,909	484*	9,366
German	5	833	26	8,886	31	9,717
Danish	14	2,217	2	1,454	16	3,671
Other countries ...	10	4,813	4	3,334	14	8,147
Total	725	51,782	564	212,330	1,289	264,112
,, for the year preceding ...	628	42,259	621	213,342	1,299	255,601

* Including small coasting vessels.

Reval.

Mr. Vice-Consul Baron E. G. de Soucanton reports as follows:—

The trade at Reval, both import and export, shows a marked decrease as compared with preceding years.

The falling-off of imports has to be attributed to a great extent to the opening of the Putilow Canal, connecting St. Petersburg with the sea. Ever since, a considerable portion of all goods imported by the interior of Russia, which used to go viâ Reval, are now more and more directed by way of St. Petersburg; Reval only gets its share of this trade during the first and last months of the year, when St. Petersburg is closed by ice. As a further reason for the decrease of imports, the increase of customs duties may be named, which came into force on July 1–13, 1891. The customs duties, which were raised with the intention to protect the Russian home industry, in consequence of the reduced rouble exchange, now prove almost prohibitory for many articles. A most striking falling-off is noticeable in the import of cotton, yarn, machinery, and wrought-iron, which, however, may to a certain extent also be explained by the exceedingly bad crop of 1891.

The failure of the grain crop in many parts of Russia, and especially the prohibition of export of all cereals, accounts for the decrease of the export trade. Most of the grain exported from Reval was shipped in the first half of the year. Hardly anything of the new crop could here be got on board ship before the prohibition put a stop to all export of grain. Thus over 2,000,000 pouds of oats were caught here by the prohibition, and had to be left over for the next year. The export of spirits has also greatly decreased, partly owing to the altered customs regulations in Spain, and partly in consequence of the abolition of the export premium in Russia; consequently also the stocks of this article were very large at the end of the year. The export of eggs again greatly increased as compared with former years, as in my last report I anticipated. The larger export of hides may be accounted for by the increased killing of cattle for want of fodder in the famine-stricken Governments.

As regards the prospects for the present year, I do not think an increase in trade may be looked for, as it will take some time yet to recover the damage and losses caused by the bad crop of 1891.

Annex A.—Return of all Shipping at the Port of Reval in the Year 1891.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	130	118,728	130	118,728
Russian	867	51,238	215	74,226	1,082	126,164
German	2	136	124	56,804	126	56,940
Danish	4	382	37	35,232	41	35,614
Swedish	7	634	17	5,454	24	6,088
Norwegian	6	1,302	13	4,296	19	5,598
Dutch	1	112	8	3,814	9	3,926
French	...	...	1	478	1	478
Total, including coasters ...	887	54,504	545	299,032	1,432	353,536
Total for the year preceding, excluding coasters	33	6,091	574	308,057	607	314,148

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	132	120,900	132	120,900
Russian	852	50,352	215	74,210	1,067	124,562
German	2	136	121	55,402	123	55,538
Danish	4	382	37	35,232	41	35,614
Swedish	7	634	17	5,454	24	6,088
Norwegian	6	1,302	13	4,296	19	5,598
Dutch	1	112	8	3,814	9	3,926
French	...	...	1	478	1	478
Total, including coasters ...	872	52,918	544	299,786	1,416	352,704
Total for the year preceding, excluding coasters	33	6,091	580	312,129	613	318,220

Annex B.—Return of Principal Articles of Export from Reval during the Years 1891–90.

Articles.		1890.		189	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Pouds	4,166,765	484,507	2,366,237	315,498
Rye	,,	1,528,704	133,317	1,446,593	176,806
Oats	,,	4,518,423	367,779	3,390,485	301,377
Barley	,,	918,184	64,058	600,784	76,767
Linseed	,,	1,551,510	216,490	674,500	97,428
Buckwheat groats	,,	43,910	6,127	3,115	380
Peas	,,	4,255	594	23,392	2,080
Bran	,,	122,852	7,143	406,499	10,987
Oilcakes	,,	281,885	26,222	197,759	36,133
Meat	,,	5,427	2,524	6,574	2,922
Game	,,	98,479	80,158	93,397	72,642
Butter	,,	5,037	8,785	13,040	17,390
Eggs	Number	4,614,100	8,587	6,691,040	11,895
Flax	Pouds	1,034,106	420,857	1,212,292	471,447
Codilla	,,	80,597	29,990	122,958	40,986
Hemp	,,	49,808	28,958	21,845	12,136
Hemp yarn	,,	10,838	5,041	2,843	1,263
Cordage	,,	1,329	973	3,613	2,530
Spirit	Vedros	1,355,861	204,956	519,645	75,060
Hides	Pouds	15,318	28,500	68,090	120,050
Glycerine	,,	6,049	5,627	2,936	23,490
Bristles	,,	9,908	69,126	11,916	79,443
Wool	,,	...	...	1,334	2,223
Camels and other hair	,,	1,521	1,207	4,541	3,027
Bones	,,	110	6	4,817	268
Bone ashes	,,	13,200	1,800	12,043	1,424
Mineral oil	,,	82,066	11,451	149,940	19,992
Joiner's work	,,	14,398	10,045	20,193	13,462
Boards	Pieces	41,192	1,916	45,025	2,001
Sundries	Pouds	102,666	122,951	82,183	60,613
Total	Pouds	14,667,345	2,349,695	10,943,919	2,051,720
	Vedros	1,355,861		519,645	
	Pieces	4,655,292		6,736,065	

RETURN of Principal Articles of Import to Reval during the Years 1890-91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Oranges and lemons	Pouds	61,966	14,411	60,268	13,393
Fresh fruits and vegetables	,,	11,874	4,969	11,714	4,562
Dry fruits	,,	3 856	3,158	12,933	10,158
Preserves in tins	,,	3,574	6,012	3,026	5,379
Coffee	,,	50,685	82,510	34,334	53,409
Cocoa	,,	3,046	4,605	7,247	10,468
Tea	,,	7,090	32,977	5,677	25,234
Rice	,,	3,403	1,583	4,461	1,984
Beer and porter	,,	1,731	604	2,858	1,084
Champagne	Bottles	14,272	5,808	13,042	5,072
Wine	,,	7,313	1,252	10,532	1,805
,,	Pouds	9,490	13,242	20,294	27,060
Spirits	,,	1,577	3,301	867	1,734
,,	Bottles	9,596	2,232	15,871	3,527
Mineral water	,,	56,751	1,649	92,201	2,561
Herrings	Pouds	172,900	28,146	282,163	43,892
Bleaching powder	,,	16,255	1,890	27,843	3,093
Soda	,,	18,660	3,255	22,007	3,668
Gum	,,	57,514	120,380	48,728	97,457
Resin	,,	9,598	1,116	3,630	403
Copra	,,	79,385	27,692	80,842	26,948
Superphosphate	,,	198,908	11,564	122,663	10,176
Cement	,,	32,069	2,237	1,368	92
Clay	,,	8,476	128	9,881	143
Cutch	,,	17,694	8,230	23,827	10,590
Dyewood	,,	12,667	2,946	23,575	5,240
Olive oil	,,	41,890	43,839	8,704	8,704
Palm oil	,,	51,698	29,475	31,158	17,310
Bricks	,,	71,453	2,493	79,389	2,647
Drugs, chemicals, and dye goods	,,	171,854	126,453	87,924	96,496
Coal	,,	3,037,210	49,443	3,404,890	52,965
Coke	,,	24,257	423	41,238	687
Cotton	,,	3,667,709	4,478,017	2,241,346	2,490,384
Wool	,,	7,284	16,942	7,494	16,653
Shoddy	,,	21,084	68,647	19,835	61,711
Jute	,,	2,467	861	6,909	2,303
Pig-iron	,,	26,316	1,836	27,091	1,806
Wrought iron	,,	176,257	40,990	83,986	19,070
Steel	,,	72,592	30,387	80,696	32,279
Copper	,,	14,552	20,305	50,007	66,676
Zinc	,,	5,714	2 658	3,813	1,695
Tin	,,	18,175	21,134	13,682	15,202
Lead	,,	14,080	4,093	14,445	4,012
Hides	,,	33,292	23,227	11,045	17,352
Yarn, cotton, worsted, and linen	,,	40,698	188,293	23,885	106,324
Steel wire	,,	5,757	4,686	4,986	3,878
Iron and steel boiler work	,,	15,232	12,398	19,142	14,888
Wrought iron goods	,,	34,791	36,946	25,024	22,433
Cast-iron goods	,,	12,386	5,185	9,076	3,631
Machinery	,,	334,870	348,694	238,742	233,555
Tools	,,	25,873	27,076	18,713	18,714
Earthenware	,,	3,947	5,050	3,329	4,070
Glassware	,,	3,001	2,794	3,337	2,967
Pottery	,,	12,989	7,552	11,453	6,363
Hardware	,,	25,761	99,559	27,335	104,884
Joiners' work	,,	6,470	8,276	4,215	5,152
Empty casks	,,	204,813	23,815	44,970	4,997
Manufactures	,,	11,046	88,366	8,893	62,881
Sundry goods	,,	171,935	112,796	189,230	96,744
Total	Pouds	9,149,871	6,318,606	7,656,188	3,968,565
	Bottles	87,932		131,946	

TABLE showing the Total Value of all Articles Exported from Reval and Imported to Reval from and to Foreign Countries during the Years 1890–91.

Country.	1890.		1891.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Great Britain	12,778,915	3,421,244	10,550,376	2,559,660
United States of America	1,371,490	1,665,554	793,887	882,097
Germany	3,401,868	2,328,497	2,919,992	1,760,835
Holland..	4,273,256	576,167	3,104,532	427,975
Denmark	1,165,898	166,723	655,744	87,770
France	427,920	213,310	527,425	228,988
Sweden	1,031,683	157,714	215,333	25,570
Belgium	565,525	80,670	91,174	13,946
Norway	143,479	23,538	222,487	32,088
Italy	50,274	34,398	780	370
Spain	..	..	1,116	759
Portugal	431	282	32	42
Turkey	71	204	95	185
Total	25,210,810	8,668,301	19,082,973	6,020,285

LIST of British Vessels Loaded with Grain at Reval during the Year from July 1, 1891, to June 30, 1892.

Date.	Name of Vessel.	Captain's Name.	Tonnage.	Destination.
1891—				
June 24 ..	"Envoy" ..	Taylor ..	880	London
„ 26 ..	"Bona" ..	Walters ..	932	London
July 9 ..	"Una" ..	Mellon ..	838	London
August 20 ..	"Una" ..	Mellon ..	838	London
„ 25 ..	"Artemis" ..	Lee ..	408	Schiedam
Oct. 31 ..	"Bona" ..	Walters ..	932	London
Nov. 13 ..	"Essex" ..	Webb ..	884	Hull
„ 19 ..	"China" ..	Penligen ..	1,121	London
„ 23 ..	"W. Bailey" ..	Taunton ..	1,170	Hull
„ 23 ..	"Kotka" ..	Holyman ..	1,098	Hull
1892—				
Jan. 23 ..	"Envoy" ..	Taylor ..	880	Hull and London
May 17 ..	"Essex" ..	Collier ..	884	London
„ 19 ..	"Rosario" ..	Brown ..	1,234	London
„ 24 ..	"Una" ..	Mellon ..	838	London
June 4 ..	"Envoy" ..	Taylor ..	880	London
„ 14 ..	"Argyle" ..	Grant ..	767	London
Total ..	..	..	14,584	..

RETURN of all Shipping at the Port of Abo in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	537	25	17,738	26	18,275
German	9	2,149	21	11,109	30	13,258
Swedish and Norwegian	22	4,545	19	8,617	41	13,162
Danish	48	6,593	1	957	49	7,550
Russian	238	33,739	370	131,379	608	165,118
Other nations ...	4	1,054	2	2,017	6	3,071
Total	322	48,617	438	271,817	760	220,434
,, for the year preceding ...	...	...	...	...	804	231,270

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	537	25	17,738	26	18,275
German	9	2,149	21	11,109	30	13,258
Swedish and Norwegian	22	4,545	19	8,617	41	13,162
Danish	48	6,593	1	957	49	7,550
Russian	302	55,608	373	130,859	675	186,467
Other nations ...	4	1,054	2	2,017	6	3,071
Total	386	70,486	441	171,297	827	241,783
,, for the year preceding ...	...	...	...	...	886	245,023

TABLE showing the Total Value of all Articles Exported from Abo and Imported to Abo from to and Foreign Countries during the Years 1890–91.

Country.	Exports.		Imports.	
	1890.	1891.	1890.	1891.
	£	£	£	£
Great Britain	128,397	122,623	332,824	312,386
Germany	24,342	34,096	303,158	281,423
Russia	60,395	91,322	156,536	156,088
East Indies	..	..	85,126	78,094
Sweden and Norway ..	12,462	23,200	65,781	55,591
France	22,715	54,626	39,246	22,524
Spain	54,505	45,802	17,547	20,874
Denmark	3,787	3,344	15,888	26,587
Belgium	9,246	5,408	6,000	2,536
Holland	5,249	..	2,676	2,524
Other countries ..	2,302	..	..	..
Total	323,400	380,421	1,074,782	958,627

RETURN of Principal Articles of Export from Abo during the Years 1890–91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Deals	Standards...	32,100	168,836	35,000	183,329
Grain	Kilos. ...	14,314,627	75,346	12,793,593	83,379
Butter	,, ...	56,393	4,962	25,717	2,057
Bar iron	,, ...	1,562,164	18,746	1,581,070	19,018
Other articles	,, ...	436,007	55,510	553,016	92,638
Total	...	...	323,400	...	380,421

RETURN of Principal Articles of Import to Abo during the Years 1890-91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Colonial produce	Kilos. ...	2,914,710	223,478	3,513,741	198,131
Wines and spirits	,, ...	458,028	55,402	325,605	35,642
Grain	,, ...	4,349,422	51,491	6,298,078	77,661
Cotton and cotton yarn	,, ...	2,428,360	161,206	2,138,382	119,416
Iron ore, iron and steel	,, ...	23,425,318	178,359	18,563,955	150,912
Coal and coke	,, ...	22,352,420	16,987	18,625,734	14,156
Other articles	,, ...	...	387,859	...	362,709
Total	...	...	1,074,782	...	958,627

RETURN of all Shipping at the Port of Viborg in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	47	37,902	47	37,902
Finnish	494	46.395	337	43,707	831	90,102
Swedish	19	2,579	21	8,695	40	11,274
Norwegian	41	11,518	11	7,183	52	18,701
German	16	4,171	44	12,954	60	17,125
Danish	19	3,141	8	5,885	27	9,026
Russian	9	1,338	9	912	18	2,250
Dutch	9	4,400	1	944	10	5,344
Italian	4	1,913	...	...	4	1,913
French	2	460	3	1,803	5	2,263
Spanish	...	...	3	2,612	3	2,612
Austrian	6	2,950	...	...	6	2,950
Argentine	1	593	...	...	1	593
Total	620	79,458	484	122,597	1,104	202,055
,, for the year preceding ...	723	83,493	462	92,135	1,185	175,628

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	47	37,902	47	37,902
Finnish	494	46,395	337	43,707	831	90,102
Swedish	19	2,579	21	8,695	40	11,274
Norwegian	41	11,518	11	7,183	52	18,701
German	16	4,171	44	12,954	60	17,125
Danish	19	3,141	8	5,885	27	9,026
Russian	9	1,338	9	912	18	2,250
Dutch	9	4,400	1	944	10	5,344
Italian	4	1,913	...	...	4	1,913
French	2	460	3	1,803	5	2,263
Spanish	...	...	3	2,612	3	2,612
Austrian	6	2,950	...	...	6	2,950
Argentine	1	593	...	...	1	593
Total	620	79,458	484	122,597	1,104	202,055
,, for the year preceding ...	723	83,493	462	92,135	1,185	175,628

RETURN of Principal Articles of Export from Viborg during the Years 1891–90.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Deals, battens, and boards ...	St. P'burg standards	37,402	...	52,129	...
Other kinds of wood goods ...	Cubic feet	362,083	...	1,790,428	...
Wood pulp	Kilos. ...	604,956	...	1,616,624	...
Pasteboard	,, ...	1,736,497	...	1,250,747	...
Paper	,, ...	252,252	...	125,675	...
Iron	,, ...	1,428,263	...	1,966,443	...
Willow bark	,, ...	387,471	...	246,500	...
Fish	,, ...	336,207	...	165,543	...
Butter	,, ...	144,972	...	75,311	...
Other articles	,, ...	1,080,920	...	2,081,257	...
Total	...	...	367,000	...	397,000

RETURN of Principal Articles of Import to Viborg during the Years 1891–90.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Salt	Hectolitres	223,184	...	159,185	...
Sugar	Kilos. ...	2,006,183	...	2,344,298	...
Coffee	,, ...	845,500	...	881,450	...
Rye	,, ...	2,796,588	...	3,748,195	...
,, flour of	,, ...	2,888,890	...	3,691,021	...
Oats	,, ...	1,116,797	...	692,997	...
Wheat and flour of	,, ...	2,266,423	...	2,490,354	...
Rice	,, ...	1,266,357	...	1,720,242	...
Herrings	,, ...	1,398,959	...	1,300,719	...
Iron and steel	,, ...	1,979,646	...	2,078,606	...
Cast-iron pipes	,, ...	...	...	1,435,511	...
Coal and coke	,, ...	3,958,402	...	2,280,870	...
Petroleum	,, ...	885,766	...	1,002,508	...
Fire bricks	,, ...	1,381,135	...	2,211,368	...
Cement	,, ...	2,187,045	...	1,020,694	...
Other articles	,, ...	23,851,333	...	25,510,023	...
Total	...	49,479,020	716,889	52,408,656	783,480

Annex A.—Return of all Shipping at the Port of Kotka in the Year 1891.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	186	49	37,678	50	37,864
Finnish	44	12,760	29	10,570	73	23,330
Russian	7	1,907	6	2,486	13	4,393
Norwegian and Swedish	70	27,740	15	8,397	85	36,137
Danish	44	9,366	6	5,409	50	14,775
German	11	1,946	49	17,908	60	19,854
Dutch	13	4,169	4	2,667	17	6,836
French	1	484	3	2,604	4	3,088
Other countries ...	8	4,743	1	730	9	5,473
Total	199	63,301	162	88,449	361	151,750
,, for the year preceding...	192	56,296	111	57,942	303	114,238

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	186	49	37,678	50	37,864
Finnish	43	12,481	29	10,570	72	23,051
Russian	7	1,907	6	2,486	13	4,393
Norwegian and Swedish	70	27,740	15	8,397	85	36,137
Danish	44	9,366	6	5,409	50	14,775
German	11	1,946	49	17,908	60	19,854
Dutch	13	4,169	4	2,667	17	6,836
French	1	484	3	2,604	4	3,088
Other countries ...	8	4,743	1	730	9	5,473
Total	198	63,022	162	88,449	361	151,471
,, for the year preceding ...	192	55,849	111	57,942	303	113,790

Annex B.—Return of Principal Articles of Export from Kotka during the Years 1890-91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		Marks.*
Wood	Cub. feet ...	8,150,100	252,656	...	...
,, ...	Cub. metre ...	...	...	292,222	6,494,755
Woodpulp	Lbs.	10,583,067	94,261	...	...
,, ...	Kilos. ...	...	...	8,810,580	1,541,851
Paper	,, ...	...	...	267,653	49,519
Glass	,, ...	...	...	99,417	15,990
Other articles	Lbs. ...	1,775,400	5,830	...	...
,, ...	Kilos. ...	...	...	404,662	687,104
Total	Cub. feet ...	8,150,100	352,747	...	8,789,219
	Cub. metre ...	...		292,222	
	Lbs.	12,358,467		...	
	Kilos. ...	...		9,582,312	

* The Finnish mark equals 1 fr.

RETURN of Principal Articles of Import from Kotka during the Years 1890–91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		Marks.*
Corn and flour	Lbs.	3,404,194	10,906	...	...
,,	Kilos.	...	...	1,608,524	364,542
Potatoes	,,	...	...	209,444	10,472
Tobacco	,,	...	...	39,480	33,460
Coffee	Lbs.	137,117	5,860	...	...
,,	Kilos.	...	...	70,800	169,920
Chicory	,,	...	...	17,052	7,221
Sugar	Lbs.	171,046	1,476	...	...
,,	Kilos.	...	...	333,737	160,767
Salt	,,	...	...	8,556	17,112
Petroleum	,,	...	...	201,575	36,283
Drugs and chemicals	,,	...	...	366.597	128,883
Brandy	,,	...	...	7,500	32,383
Wine	Gallons	331	281	...	...
,,	Kilos.	...	...	28,825	68,757
Rice	,,	...	...	52,493	18,592
Steel and iron manufactures	Lbs.	270,770	2,618	...	...
,, ,,	Kilos.	...	...	379.971	134.407
Coals	,,	...	...	1,006,080	20,121
Skins	,,	...	...	49,110	47,233
Firebricks	Pieces	85,412	120	68,900	6,201
Eggs	,,	114.500	211	109,150	5,457
Other articles	Lbs.	7,759,400	20,800	...	...
,,	Kilos.	...	...	1,234,982	327,564
Total	Lbs	11,742,527	42,272	...	1,589,475
	Kilos.	...		5,614,726	
	Gallons	381		...	
	Pieces	199,912		178,050	

* The Finnish mark equals 1 fr.

Annex C.—TABLE showing the Total Value of all Articles Exported from Kotka and Imported to Kotka from and to Foreign Countries during the Years 1890–91.

Country.	1890.	1891.		
	Value of Exports and Imports.	Value of Exports.	Value of Imports.	Total Value.
	£	£	£	£
United Kingdom and colonies	80,560	86,088	2,463	88,551
Germany	68,840	80,768	28,517	109,285
Russia	114,800	52,987	23,440	86,427
France	..	84,846	1,323	86,169
Other countries	130,819	46,762	7,836	54,598
Total	395,019	351,451	63,579	425,030

RETURN of all Shipping at the Port of Bjorneborg in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	378	47	36,774	48	37,152
Finnish	137	35,852	68	18,039	205	53,891
Swedish	35	8,056	57	20,515	92	28,571
Danish	66	13,397	2	782	68	14,179
Norwegian	30	9,773	2	1,683	32	11,456
German	2	545	13	6,748	15	7,293
Dutch	3	1,093	1	944	4	2,037
French	2	783	1	912	3	1,695
Russian	7	722	1	4	8	726
Italian	1	544	...	...	1	544
Total	284	71,143	192	86,401	476	157,544
,, for the year preceding ...	272	63,024	187	79,244	459	142,268

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	378	47	36,774	48	37,152
Finnish	130	35,055	67	17,835	197	52,890
Swedish	35	8,056	57	20,515	92	28,571
Danish	66	13,397	2	782	68	14,179
Norwegian	30	9,773	2	1,683	32	11,456
German	2	545	13	6,748	15	7,293
Dutch	3	1,093	1	944	4	2,037
French	2	783	1	912	3	1,695
Russian	7	722	1	4	8	726
Italian	1	544	...	...	1	544
Total	277	70,346	191	86,197	468	156,543
,, for the year preceding ...	262	60,746	189	79,952	451	140,698

RETURN of Principal Articles of Export from Bjorneborg during the Years 1890–91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wood goods	St. Petersburg standards	56,423	254,996	64,785	290,172
Grain	Kilogrammes	1,924,745	9,758	3,123,132	18,822
Butter	,,	133,583	14,687	156,012	12,481
Iron	,,	220,531	2,468	250,975	2,811
Other articles	...	...	2,357	...	1,315
Total	...	...	284,266	...	325,601

Return of Principal Articles of Import to Bjorneborg during the Years 1890–91.

Articles.		1890.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Iron and steel	Kilos. ...	1,349,085	24,283	1,931,838	26,683
Cereals	,, ...	674,684	9,389	931,299	14,136
Coffee	,, ...	146,867	11,749	173,124	13,157
Textiles	,, ...	...	24,588	24,752	8,184
Machinery	...	...	5,994	...	7,444
Wool	Kilos. ...	35,308	4,943	38,915	5,448
Wine and spirits	,, ...	144,846	7,765	101,913	5,416
Watches	...	...	...	...	3,519
Oils	Kilos. ...	51,663	2,275	100,014	2,958
Salt	Hectolitres	41,056	5,173	23,625	2,461
Petroleum	Kilos. ...	311,464	2,492	285,375	2,055
Colours	,, ...	105,319	3,175	89,752	1,418
Other articles	...	...	32,427	...	24,805
Total	...	...	134,253	...	117,684

Table showing the Total Value of all Articles Exported from Bjorneborg and Imported to Bjorneborg from and to Foreign Countries during the Years 1890–91.

Country.	Exports.		Imports.	
	1890.	1891.	1890.	1891.
	£	£	£	£
England	158,470	167,794	13,522	24,799
France	15,863	47,512	4,219	5,416
Spain	33,534	43,563	3,746	2,461
Germany	18,377	31,720	51,743	38,948
Holland	20,261	11,720	..	..
Denmark	12,597	8,388	1,566	1,478
Belgium	4,571	4,103	636	..
Sweden	8,575	3,950	32,470	17,024
Russia	2,488	2,811	25,550	22,047
Other countries ..	9,550	4,040	801	5,510
Total	284,266	325,601	134,253	117,683

RETURN of all Shipping at the Port of Uleaborg in the Year 1891.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	347	28	22,028	29	22,375
Finnish	22	4,918	159	24,827	181	29,745
Danish	20	2,785	4	3,605	24	6,390
Norwegian	9	3,654	2	1,111	11	4,765
Swedish	6	877	1	848	7	1,725
German	6	581	7	3,327	13	3,908
Dutch	2	1,197	...	...	2	1,197
Russian	2	245	...	...	2	245
French	1	237	...	...	1	237
Total	69	14,841	201	55,746	270	70,587

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	347	28	22,028	29	22,375
Finnish	22	4,918	159	24,827	181	29,745
Danish	20	2,785	4	3,605	24	6,390
Norwegian	9	3,654	2	1,111	11	4,765
Swedish	6	877	1	848	7	1,725
German	6	581	7	3,327	13	3,908
Dutch	2	1,197	...	...	2	1,197
Russian	2	245	...	...	2	245
French	1	237	...	...	1	237
Total	69	14,841	201	55,746	270	70,587

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REPORT FOR THE YEAR 1892

ON THE

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RUSSIA.

ODESSA.

Acting Consul-General Woodhouse to the Earl of Rosebery.

My Lord, *Odessa, October* 5, 1892.

HEREWITH I have the honour to transmit to your Lordship Reports on the Agriculture in the various Provinces of this Consular District drawn up by the Vice-Consuls at Nicolaieff, Sevastopol, and Kieff, the Consular Agent at Eupatoria (in translation), and certain additional remarks by myself.

I have, &c.

(Signed) A. W. WOODHOUSE.

Report on the Agriculture of the Consular District of Odessa for the Year 1892.

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The subjoined reports give, as nearly as possible, a very fair estimate of the state of affairs throughout the district of this Consulate-General.

Harvest. As was anticipated in the beginning of July, the harvest is very unequally divided among the different parts of the district; for illustration the whole country may be represented as a chess-board, with alternate good, indifferent, and bad yields promiscuously distributed all over the country.

The want of rain last autumn during the ploughing season, the want of snow during the winter to protect the sprouting corn and roots from the sharp frosts and fierce winds, and again the dry spring, capped with untimely rainfalls during harvest time, were all circumstances which affected the crops very unfavourably.

Cherson. The crops in the province of Cherson were, on the whole, very bad.

Winter wheat. The quantity of winter wheat produced per acre in the different districts of the province was, on an average, as follows:—

	Quantity.	
	From—	To—
	Lbs.	Lbs.
Odessa district	50	200
Cherson	260	400
Tiraspol	130	..
Elizabethgrad	60	260
Ananiev	150	..
Alexandria	200	..

In many localities, however, the yield was so small that not even was the seed sown recovered, and many proprietors did not even gather in the harvest, but drove cattle into the fields to eat up what vegetation remained before the heat rendered it good for nothing.

Spring wheat. The spring wheat turned out better than the winter crops, and in the district of Cherson the yield was the best.

Millet and maize. As regards millet seed and maize the rainfalls in July partly saved these cereals, the crop turning out much better than had been anticipated.

Oats. The returns show that oats turned out indifferently, from 12 bushels to 17 bushels per acre being produced in the Odessa district.

Barley. Barley gave also an average crop from 8 bushels to 15 bushels per acre.

The Hessian fly. This pest appeared in less quantities than usual throughout the province. The chief cause of this was that last year large numbers of the ichneumon fly appeared in the spring and destroyed the larvæ of the Hessian fly. Then again the dry autumn retarded its development, as the pseudo-cocoons have to be well moistened for a fortnight before the fly can sally forth, and as the rains fell late in the season the autumn generation had no time to sufficiently develop to be able to brave the cold, and perished in consequence.

Bessarabia. Of all the provinces in this district Bessarabia may be safely said to have had the worst harvest, which may be described as follows:—

Winter wheat. Winter wheat gave a very bad crop owing to the drought, which lasted till the end of June; the rain which subsequently fell only helped to make matters worse. In many places it was not considered worth the trouble of gathering in the corn.

Spring wheat. Spring wheat gave a better yield, but at the best was a very poor crop.

Maize. The only grain which turned out well was maize, the chief cereal in the province; the rains, which only interfered with the other crops, assisted the growth of this article to such an extent that the output was far above expectation.

Rye and colza. Rye seed and colza seed turned out entire failures.

Barley and oats. Barley and oats yielded much below the average.

Cause of bad crops.

The reasons assigned for the poor crops in this province are that the seed was sown under very unfavourable circumstances, owing to the want of rain last autumn.

On the whole, the yield throughout the province was so small that a petition has been sent in by the "Akkerman Zemstvo" (rural administration of the district) for an advance of 130,000*l.* for the purchase of seed.

Grapes.

The vines, largely cultivated in Bessarabia, have yielded a crop of grapes far below the average this year. The want of snow last winter left the roots of the plants badly protected from the cold, many of the vines being killed by the frost. The district of Akkerman, being very sandy, seems to have suffered less in this respect, as, instead of the light dry soil being blown away from the roots of the plants by the stormy winds, which happened in other districts, the sand seems to have heaped itself in drifts round each plant, thus saving the majority from the cold.

Phylloxera.

The phylloxera, which thrives in the "black earth" better than in sand, was also much more rarely to be found in the said district.

The sandy tracts of land have also suffered much less from the drought than the others.

Kharkov.

The harvest, on the whole, was under the average in the province of Kharkov. The yield in the northern districts was about 133 lbs. to the acre, whereas in the southern half of the province the crops were better, and averaged between 250 lbs. to 450 lbs. of grain per acre.

Kursk.

The province of Kursk is much worse off, the harvest having yielded barely sufficient for seed in most of its districts.

Nicolaieff.

Harvest of 1892; varied results.

The harvest of 1892 has been exceedingly varied in its results. From every side a great diversity of accounts are received, and while in one district the crops are said to have failed, in another they are reported to have been abundant in quantity and excellent in quality.

Taking into consideration the vast extent of land under cultivation, it is not to be wondered at that such diversity should exist, for, apart from atmospheric influence, much is due to situation as well as to the character of the soil under tillage; and the weather, which plays such an important part in a country like this, is not everywhere precisely the same. A dry autumn or a severe winter will naturally have a general effect on the country at large, but there are always districts, large or small, which suffer less than others, and vice versa. Last year, for instance, a large portion of the Government of Cherson scarcely produced as much as the seed that was put into the ground, whilst in the surrounding districts the crops were fairly good, and this was entirely due to the weather.

ANNEX A.

TABLE SHEWING VARIATIONS IN PRICE OF WHEAT AND RYE IN KIEFF DISTRICT.

From August 1891 to August 1892.

(OLD STYLE)

NOTE:

One pood = 36⅛ lbs.
100 copecks = Rouble.
10 Roubles = £ 1.

WHEAT.
RYE.

(325. 11/92. 1419.)

Harrison & Sons, Lith., St Martins Lane, W.C.

Judging from information received from a variety of sources, it is evident that the same thing has occurred this year. Notwithstanding this, however, the conclusion is that, on the whole, the harvest has been a fair average one.

Winter wheat and rye—failure of crops.

It is beyond doubt that winter wheat and rye have failed to a great extent, owing to an unusually dry autumn and a severe winter without snow.

Spring wheat and barley.

But, on the other hand, spring wheat and barley have turned out well, although both of these cereals are slightly off colour, having been damped by the rains which fell at the time of reaping. Still the bulk of the grain is sound, and excellent samples of heavy stuff are in the market.

Millet and oil seeds.

Millet seed has yielded a large crop, but oil seeds are reported to have turned out badly.

Grass crops.

At one time it was feared that the grass crops had perished from want of rain in the spring, but the cool, showery summer relieved the farmers from all anxiety on that account, and now there is not only abundance of hay, but excellent pasturage for the autumn and winter.

Abundant vegetable crop.

Vegetables of all descriptions have been most plentiful, and the markets have been glutted with melons, water melons, tomatoes, and field cucumbers.

Diseases among live stock.

The farmers and proprietors this year have suffered somewhat heavy losses in live stock—horses, cattle, sheep, and even poultry having been attacked by a variety of diseases, by which numbers have been carried off. The diseases reported include anthrax, glanders, small-pox (among sheep), and Siberian plague, but, fortunately, there has been no outbreak of pleuro-pneumonia.

Autumn business; stagnation in the grain markets.

Since the new crop came in there has been but little animation in the grain markets. Stocks abroad are large, and consequently there is no demand, and our merchants having suffered heavy losses during the past 12 months the large houses on the continent are very diffident about giving credit. In spite of this, however, prices keep firm, and grain keeps pouring into the town from all sides.

Grain elevators.

The first of the grain elevators is nearly ready to commence operations, and it is expected that early in October it will be opened for the reception of grain.

Attempts to promote silk producing industry.

For some time past attempts have been made to promote a silk-producing industry in this province. The mulberry tree, for the growth of which the soil and climate are well adapted, flourishes wherever it is planted, and with very little trouble or expense every little plot of ground, now yielding nothing more than a crop of weeds, might in a short time be transformed into a remunerative feeding ground for the silkworm. Such is the idea of the society that has taken the matter in hand, and every encouragement is given to the peasants and poorer classes to take advantage of the suggestion. The samples of silk produced by various members of the society and others show very plainly what can be done with a small amount of energy, and, if seriously followed up, the scheme may prove to be a source of revenue to

many a poor family, and not only that, it may eventually be the means of establishing a large and flourishing industry.

Sevastopol.

Mr. Vice-Consul Stevens reports as follows:—

As far as can be ascertained up to present from private sources, the conclusions which can be arrived at regarding the results of the harvest for the year 1892 in the government of the Taurida are that the yield is, if anything, above the average, except in some districts where the rain-fall was unimportant and the heavy gales of winds experienced in the early spring blew away large quantities of spring-sown grain while yet in seed, leaving many bare patches; but in most localities within the boundaries of this province the snow-fall was of sufficient abundance to protect the autumn-sown grain from the frosts, and was followed by seasonable and copious rains while the grain was in growth and when approaching maturity, although the down-pours which took place during the first half of the month of July to a certain extent, for a short time, hindered the threshing of grain, and fears were entertained by farmers that the output would be ruined. These rains were succeeded by a long spell of favourable weather which gave the latter the time and possibility of completing threshing operations under the most favourable circumstances; but the rains have had the effect of sensibly reducing the weight of the grain, and instead of weighing over 10 pouds per tchetvert (or over 500 lbs. per imperial quarter) it now weighs slightly under 10 pouds.

Owing to the insufficient harvest of last year, and consequent dearth of grain for seed purposes, many landholders were unable to sow during the past autumn, and the area of land under the cultivation of winter wheat was considerably less this year than it was in 1891; nevertheless, the poorer farmers of this government will not be compelled to follow the example of their brother farmers in the provinces of Kherson, Bessarabia, Podolia, and Poltava, many of whom have already made an appeal to Government, firstly, for assistance in the shape of monetary advances for the purpose of purchasing grain for seed, and, secondly, for a reduction of the railway tariff for the transport of this seed to the affected districts, which is absolutely necessary if the smaller agricultural classes in those provinces are to be saved from total ruination, for their situation is indeed a sad one.

The winter crops in the localities bordering on the River Dnieper are of a fair average; spring wheat is good and grass has been plentiful throughout the summer. On the other hand, the district of Melitopol has had a medium crop of winter wheat in its north-western territories and very inferior in the south-eastern, but the spring grain is good and abundant in both parts of the district, and the hay harvest has been good, notwithstanding that in several places the crops were severely injured by the frequent

hail-storms experienced during the latter part of May and beginning of June. The district of Perekop and the northern portions of the Government, the district of Simpheropol, as well as that of Eupatoria, have rendered in some places up to 15 tchetverts of winter wheat to the dessiatin (66·55 bushels to 2·70 acres), but the aspect in the district of Theodosia is not so bright, the returns only reaching from 6 tchetverts per dessiatin to 7 tchetverts per dessiatin (34·62 bushels to 40·39 bushels per 2·70 acres), although the corn is of good quality. In the immediate neighbourhood of the villages of Vladislavka and Zurichtahl, however, the wireworm has created considerable havoc in many of the best fields, not only by eating up the grain, but also by infecting the straw with its odour, which has thus been rendered useless. There has also been a good winter and middling spring crop in the other districts of the Government and the lowlands of Simpheropol have produced both winter and spring wheats of high quality, though the highlands have given quite an opposite result. The corn harvest in the district of Yalta is below the average, in any case it is not worthy of notice, since the production of that district, in general, only suffices to cover the wants of its population.

Rye, barley, and oats, on the whole, appear to be healthy in all parts of the Government.

The fruit-growing districts have returned a very good and abundant crop this year, but owing to the prevailing cholera epidemic and the sanitary precautionary measures that have been adopted all over the country, it does not find a market at anything like remunerative prices, and large quantities of fruit are being destroyed in consequence. Under ordinary circumstances most of the fruit grown in the Crimea is bought up by dealers who come from the interior and dispatch it to the midland and northern towns of the Empire, but this year scarcely any of crop has been forwarded to those parts from Sevastopol, its neighbourhood, or any other places situated within the limits of the Crimean peninsula.

The vineyards of the Crimea are this year yielding an extraordinarily abundant and good crop, and the vintage will, by all appearances, be a very successful one.

The climatic conditions of this season have also been particularly favourable for the raising of the tobacco plant, the lands under this culture are looking up well and there is every prospect of a good and abundant crop.

KIEFF.

Mr. Vice-Consul Smith reports as follows:—

The possibility of there being a bad harvest of winter crops was practically foreseen in the autumn of 1891. The continual drought from beginning of August right on to middle of December, in addition to retarding farm work, caused a much less area to be sown, and so unfavourable were the conditions that

Harvest underaverage.

many farmers, especially in southern districts of Kieff and Podolia governments, sowed "on chance" when weather was more favourable in the latter half of December. The winter was remarkable for want of snow, and, consequently, spring found the earth minus its generating properties. Had the open winter been succeeded by a favourable spring the fear of harvest being a failure would have been, to a great extent, eliminated.

Unfortunately, such was not the case, the spring being warm and dry, which, while being favourable to the quality of winter grain, was very much against the quantity. Spring crops fared still worse, early sown crops, having everything in their favour, came up satisfactorily, while those who sowed later did not even have the satisfaction of seeing any growth. The hot, dry spring was followed by a like summer, and as the season advanced it was seen that the harvest was doomed. During the months of April, May, and June there were not more than three or four rainfalls, which, if strengthening the crops a little, did not in any way improve them. The great heat still continuing, crops prematurely ripened, and in the governments of Kieff and Podolia harvesting operations were begun about June 24 with rye and wheat, barley during first week of July, followed by oats about July 10. Not one crop but what suffered either from drought or ravages of insects. The only remarkable thing is that the want of rain was not felt by all alike, there being districts where rain visited the fields of one, while his neighbours' fields remained untouched. I know cases where estates were, so to speak, triangularly divided off, the one half being visited with rain and yielding a good harvest, while the other half received no rain during entire season.

Altogether the harvest in Little Russia cannot be considered an average one. Those districts where it is over the average fail to make up for those which are a total failure, and although there will be no necessity for the extraordinary measures which were found necessary in the famine districts of last year, the coming winter is bound to be very severe upon the peasantry whose crops have turned out a complete failure.

Winter wheat

In the government of Podolia winter wheat must be considered much under average, and in the Dniester districts a total failure, only reaching about 50 per cent. of average.

In the government of Kieff, on the whole, under average, with the exception of one or two districts over average, while two districts gave only 50 per cent. of average.

In the government of Volhynia good all over, in fact, in four western districts, crop abundant.

In the government of Poltava a total failure, only in three districts was there any result, and these were far under average.

In the government of Chernigoff a good average crop; in one or two districts may be considered abundant.

Spring wheat.

In the governments of Podolia, Kieff, Poltava, and Chernigoff spring wheat is far under average, so that in many districts there is no return for seed. In Volhynia, with the exception of eastern districts, crop good.

If we take 100 as representing an average crop, the folowing will convey the best idea of this year's rye crop :— Rye.

	Per cent.
Podolia Government	70
Kieff „	90
Volhynia „	110
Chernigoff „	110
Poltava „	45

All over the hay crop is a total failure, and the great expectations from exportation of clover, owing to failure of American crop, have been doomed to disappointment. The question of fodder for the coming winter is a very serious one, and the peasantry are in a hopeless condition. Hay crop.

Live stock is offered at absurdly low prices, in one or two districts cows to calve being offered at prices ranging from 12*s.* to 34*s.*

In Podolia hail did damage to the extent of 278,000 r. (27,800*l.*), and in two districts, Ghison and Olgopol, beetles did damage over 41,498 dessiatins (114,369 acres), at a loss of 358,261 r. (35,826*l.*). Damage caused by hailstorms and insects.

In Kieff district considerable loss was caused by hail, and on one estate belonging to Count Bobrinski 1,500 dessiatins (4,125 acres) of cereals and root crops were totally destroyed by hailstones as large as nuts.

In Chernigoff and Poltava great harm was done by immense numbers of grasshoppers known as "Kobilki." Immense damage was done in several districts of Poltava by a plague of locusts.

As a rule prices advance during spring and early summer, but this year has been an exception. Prices.

In anticipation of last year's harvest failing to supply the wants of the country, large stocks were held over by dealers, as well as farmers, until the famine scare should bring prices up to what they considered remunerative. Many now regret not having sold out during Kieff fair in February (March), when prices ruled high. In Annex A I give a table showing great difference in prices ruling here from August 1, 1891, to August 22, 1892 (o.s.). The ukase against export was repealed, for wheat, beginning of June, and rye beginning of August, but as yet there has been no rise in price or extra demand which was expected to result therefrom. In fact, buyers hold aloof and decline to treat with sellers.

There can be no doubt that the great cry of there being a famine in the land owing to failure of last year's harvest was a gross exaggeration of facts. Certainly there was famine in several districts, but there was plenty of grain in other parts of Russia to supply stricken districts. Famine and effect of ukase against export o cereals.

Properly speaking, the whole scare arose through breakdown of the railway system, and to this cause the famine scare is due, and it is hard to say if trouble would have been remedied so soon had not the Emperor personally taken the matter up, and commanded

an able officer, equipped with full power, to put things straight, irrespective of all officialism. While people were starving in famine-stricken districts grain was being allowed to rot in the Caucasus.

From official figures it appears that at the beginning of June last there was a reserve—exclusive of what had been bought by Zemstvos for famine districts—of 85,000,000 pouds, or 1,370,966 tons of all sorts of grain, including maize, and of this quantity there was 20,000,000 pouds (322,581 tons) in Caucasus alone, a pretty fair reserve after the enormous quantities transported from thence to famine districts.

The general opinion is that the ukase forbidding export of all sorts of grain issued on August 11, 1881, instead of improving matters had an entirely opposite and unexpected effect. First, the prohibition was not immediate, and before coming into effect on August 27 speculative prices ruled and superhuman efforts were made to buy up and export all cereals.

The unexpected effect of the ukase is that the want of Russian grain did not make any appreciable alteration in prices ruling on those foreign markets, to which Russia formerly exported, and now that ukase is repealed, there is no demand from those former good customers, and the fear is that they have found other sources of supply. The high import duty imposed by Germany—the largest buyer of rye—precludes chance of business with that country, and hopes are entertained that the proposed commercial treaty—of which so many rumours have been of late—may speedily become an accomplished fact. Agricultural implements have met with a fairish demand, and a good business was done in ploughs, row and broadcast drills, reaping machines, portable engines, and steam-thrashing machines.

Importation of implements.

The best proof that the peasantry have no harvest is to be found in the fact that horse gears and thrashers and all implements usually bought by peasants remain unsold, and considerable stocks will have to be carried forward to next year.

Beet crop.

In those districts where early-sown and sprouting begun before the drought had done any damage insects completely destroyed the crop, and in most cases caused seed to be re-sown. In southern parts of Kieff and Podolia governments most of the large planters had to put in seed for the third time, while others, after failure of first and second sowings, put off the third until rain fell, and drought continuing, decided to leave ground for autumn sowing of wheat. The crop cannot turn out well, the want of rain has kept the bulbs from attaining normal size, while the excessive drought will favour a large percentage of sugar in proportion. In fact, up to end of June this crop was looked upon as being a complete failure, and sugar advanced from 4 r. 60 c. per poud, or 1*l.* 8*s.* per cwt., to 5 r. 70 c. per poud, or 1*l.* 14*s.* per cwt. Fortunately two days' copious rain fell in beginning of July, and a certain crop was thereby assured.

The acreage sown in 1892, corrected to August 1–13, is given by the Kieff Association of Sugar Manufacturers as 255,993

dessiatins (703,981 acres), which is exclusive of 25,805 dessiatins (70,964 acres) destroyed by insects. Of the above 255,993 dessiatins 184,514 dessiatins (507,414 acres) give promise of a fair crop, while 71,479 dessiatins (196,567 acres) are not expected to give much return. When compared with last year the area sown shows a decrease of 18,600 dessiatins (51,150 acres). The area re-sown in 1891 was 14,290 dessiatins (39,297 acres), while this year the figures are 59,056 dessiatins (162,404 acres).

The quantity of sugar expected to be produced from above area is 23,782,816 pouds (383,594 tons), of which the factories in this district contribute the following proportions:—

Governments.	Number of Factories.	Quantity.	
		Pouds.	Tons.
Kieff	60	6,939,683	111,931
Podolia	93	4,841,982	78,096
Volhynia	12	1,635,093	26,372
Chernigoff	7	459,369	7,409
Poltava	2	201,698	3,253
Charkoff.	21	3,268,499	52,718
Total	195	17,346,324	279,779

High price of sugar through speculation.

During the first two or three weeks of July it is safe to say that small fortunes were made in speculations in sugar on the Kieff Exchange. Up to middle of June prompt sugar was quoted at the very favourable price of 4 r. 60 c. per poud (1*l.* 8*s.* per cwt.); in a few days 5 r. 70 c. per poud (1*l.* 14*s.* per cwt.) was obtained, and large profits were made upon sugar which had never left the factories. Various reasons are assigned for rise in price, one being that the refiners are tired of receiving dividends less than 30 per cent. to 40 per cent., and decided in view of there being a small reserve of prompt sugar—caused by exportation of overplus—to make up their losses of last year or two when dividends were under 30 per cent. There is no doubt the true cause of speculation was the knowledge that more sugar had been exported than circumstances justified. This fact, combined with the unfavourable condition of crop through long-continued drought, favoured the idea that beet-crop would be a failure, and that scarcely one factory would have as much material as would be worthy the name of a "campaign." At the heat of the speculation there were two days of copious rain, and as the hopes of the planter and manufacturer rose those of the speculator fell in proportion to the drop in price.

Baneful influence of sugar ring.

It is no wonder, therefore, if attention has again been drawn to the baneful influence of the "ring" of sugar manufacturers in artificially keeping up the price of sugar upon the home market, without any consideration for the poor peasantry, who are thereby debarred from using sugar unless on very rare occasions. The

local press having again opened up this question, it will not be out of place to give some particulars of origin and working of "ring."

A few years ago the price of Russian made sugar fell to something like the average price ruling in Germany, Austria, and Britain, where dividends of 30 per cent. are considered as scarcely within the range of legitimate manufacture. The sugar manufacturers then decided to form a syndicate, which in turn conceived the plan of exporting the over-production (or quantity produced over and above that necessary for home consumption) at a considerable loss, in order to keep up the price of much larger quantity consumed in the country. To each factory was, therefore, allotted a limit as to its percentage of home requirements; all sugar produced over and above that limit had to be exported at whatever price it might bring. Everyone knew such a plan was bound to raise the price of sugar, and was prepared to pay a little more in order to encourage the much suffering manufacturer, and foster the industry, more especially as there was a saving clause inserted in agreement of syndicate to the effect that should price of sugar rise above 4 r. 50 c. per poud (1*l.* 7*s.* per cwt.) then export was to cease, and foreign sugar was to be admitted into the country duty free.

As expected, the operation of the syndicate raised the dividends of sugar factories, but the arrangement to guard interests of the general consumer has been forgotten.

Great consternation was caused a little over a year ago when the largest manufacturer in Russia, if not in Europe, decided to lower the price of sugar 40 per cent. by the introduction of improved machinery and raising the quality of beetroot, but, unfortunately, his death occurred before the idea had been carried out.

Keeping in view the famine of last year and the present visitation of cholera, it is greatly to be regretted that the price of sugar has not been kept at its lowest possible figure. Unfortunately the price of sugar has considerably advanced, not altogether on account of the unfavourable beet harvest, but through speculation and action of syndicate in yearly exporting what is not required for home consumption; and the question is worth considering if the time has not come to forbid the exportation of so-called "over-production," and to allow foreign made sugar to enter free of duty. Otherwise, should there at any time be a total failure of beetroot crop, Russia would be entirely dependent upon a foreign supply.

Eupatoria.

Mr. Consular-Agent Martin reports as follows:—

The whole of the harvest is now gathered in, and, the grain being warehoused, no further damage from the weather is to be feared.

The harvest can be summed up as follows:—

This, so to say, the only wheat cultivated in the Crimea, has given a crop superior to a good average. Winter wheat.

The harvest of 1888, which we take for example as a good one, as it was better known than any other for the preceding 30 years, has in certain parts of the district of Eupatoria been surpassed this year. Harvest.

Thus the land bordering the sea between Akmechet, 47 miles W.N.W. of Eupatoria, and stretching out as far as Old Fort, a few miles east of Eupatoria, has produced an average of 30-fold to 35-fold, and that over a tract of from 8 miles to 10 miles from the sea. What is remarkable is that the soil there is simply ploughed up, no chemical or animal manure being added; its natural strength, assisted by timely rains, providing the necessary materials. Average yield.

Before sowing wheat the land is ploughed in April or May. Sowing operations.

At first the land is ploughed to the depth of from 7 inches to 9 inches, then again in July, but more lightly, and lastly in August or beginning of September, when the seed is sown.

In the interior the harvest has given on an average from 15-fold to 18-fold, and as it was reaped and threshed during exceptionally fine weather no losses nor disappointments were experienced. Harvest in interior.

The harvest in the district traversed by the Lozovo-Sevastopol Railway is much inferior, but still it is an average one.

In the district of Perecop, on the other hand, the crops are bad, and in that of Theodosia medium.

Very good harvest, but the grain has, in many localities, lost in colour owing to the rains which followed the threshing of wheat. Barley.

The weight of barley is on an average 381 lbs. to 387·50 lbs. per quarter; a good weight and seldom surpassed. Weight of barley.

The barley for brewing, cultivated only in a few German colonies, has quite succeeded, its colour is well preserved and it weighs about 425 lbs. per quarter.

Is an entire failure. The drought hindered the growth of the seed, and when the rains, which came rather late, gave a rapid growth to the grain, they were choked by weeds. Linseed.

Other grains, such as maize, are of too little importance here to be worthy of mention.

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RUSSIA.

REPORT FOR THE YEAR 1892

ON THE

AGRICULTURE OF THE CONSULAR DISTRICT OF TAGANROG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1002.

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RUSSIA.

TAGANROG.

Acting-Consul Walton to the Earl of Rosebery.

My Lord, *Taganrog, February* 4, 1893.

I HAVE the honour to transmit, herewith, a Report on the Harvest of 1892 in the Provinces comprised in this Consular District and also those from the Vice-Consuls at Kertch, Berdiansk, and Rostov-on-Don.

The harvest of the past year although a great improvement on that of 1891 still left much to be desired, especially in the Province of Voronej, where the crops were a complete failure. A partial failure of the winter sowings is noticed in Ekaterinoslav, Saratov, Astrakhan, and the Don Territory; the spring sowings also gave poor results in the three last named provinces. In the other provinces the yield of both qualities was on the whole an average one or above the average.

General reports on the hay, vegetable and fruit harvests in the Consular District will be found at the end of the Report.

The autumn of 1892 was very dry and consequently very little progress could be made with the sowings. The area under cultivation is therefore very restricted, and the production of winter wheat and rye next season will be limited. There have been heavy falls of snow throughout the District, the ground is well covered and prospects so far may be said to be bright.

I have, &c.

(Signed) W. S. WALTON.

Report on the Harvest of the Consular District of Taganrog for the Year 1892.

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Don Cossack Territory.

The summer was a very hot and dry one, the thermometer rising as high as 42° R., and in the southern circuits hot winds were also prevalent. From the beginning of June to about July 20 rain frequently fell in the Taganrog and Rostov circuits, but even here the subsequent hot winds did great damage to the crops. In the other districts rain fell only three or four times during the whole of the summer, but even these were not general, and the result of the harvest consequently varied considerably. In some parts the winter-sown grain was a complete failure, whilst in others good results were obtained.

Winter and spring sowings.

In the northern districts of this territory both winter and spring sowings yielded badly, but in the southern circuits (Taganrog and Rostov) the yield of winter grain was, on the whole, slightly below the average, and the spring grain gave good results. The best crops were given by oats, barley, and millet seed, showing in some parts excellent results.

Linseed and hemp.

Owing to the drought linseed, hemp, and sun-flower seeds gave a poor crop. The Taganrog and Rostov circuits show better results than the other districts, in some of which the seed was barely returned.

eld.

The average yield per acre in this territory was as follows:—Winter wheat, 9 bushels; rye, 6 bushels; spring wheat, 10 bushels; barley, 12 bushels; and oats, 17 bushels.

Ekaterinoslav.

The first half of the summer was, generally speaking, favourable to the crops. The month of May was very dry, but heavy

rains followed in June which, although it retarded in some places the gathering of the hay, still greatly improved the appearance of the crops, especially of those sown in the spring. In some districts rain again fell after the crops had been cut down, and the grain consequently lost its colour.

Notwithstanding the favourable weather at the end of May and during June, the winter sowings did not recover from the bad effects of the weather during the winter and spring, and the yield was therefore greatly below the average. Only in the Barchmut district was the crop near the average, and in some parts slightly above. In the other districts only small tracts in Ekaterinoslav and Alexandrovsk show an average yield. In the Mariupol district it is said that rye was cut down for fodder for the cattle. Winter sowings.

The spring sowings, on the contrary, yielded fairly well, and in some parts gave excellent results. The best crops were given by barley and millet, and partly by oats. The spring wheat was not so satisfactory, especially in the Mariupol and Lugansk districts, where it was below the average; but still, taking the whole of the province together, the yield was not below the average, and in some parts was even good. Spring sowings.

Maize was good throughout the province. Maize.

Of the oleaginous plants the best yield was obtained from hemp, which, according to most reports, gave a good crop. As to linseed the results were not so satisfactory, and in some districts it was a complete failure owing to the drought. Rape seed was bad, and the returns were very small. Hemp. Linseed. Rape seed.

The average yield in bushels per acre was as follows:—Winter wheat and rye, 6; spring wheat, 13; barley, 18; and oats, 24. Yield.

Kuban Territory.

The weather during the summer was, on the whole, favourable, although rather dry. During the first half of the summer—in May, June, and part of July—rain was abundant and the temperature mild. Commencing from mid-July, drought set in, accompanied in some places by hot dry winds, owing to which the spring sowings did not come up to expectation.

Both winter and spring sowings gave, generally speaking, a fair crop. In some districts the yield was very good, whereas, on the other hand, in the Maikop and Batalpashinsk circuits it was not quite up to the average. Maize, on the whole, gave good returns. Winter and spring sowings. Maize.

Linseed was more or less a failure, but hemp gave an average yield. Sun-flowers yielded very well, and mustard seed gave about 20 bushels per acre, rape seed 24 bushels, and dodder seed 20 bushels. Linseed.

The yield in this province on the average was as follows:—Winter wheat, 17½ bushels; rye, 17 bushels; spring wheat, 13 Yield.

bushels; barley and oats, 17½ bushels; and millet, 13 bushels per acre.

Ter Territory.

The weather in this province was hot, accompanied by drought and frequent strong easterly winds. Rain only fell at the beginning of the summer; later it was very scarce. The spring crops greatly suffered from the drought and high temperature, and the winter sowings were also affected to some extent. Extensive damage was also caused by hail storms, the losses of the inhabitants of one village being estimated at over 14,800*l*.

Winter and spring sowings. Winter wheat. Barley. Millet.

The yield of both winter and spring sowings in most districts came up to the average, but in others the results were unsatisfactory. Winter wheat gave a good crop in the Kizliarsk and Sunjensk districts; in Kizliarsk the barley crop was also very fair. Millet seed was almost all lost owing to the impossibility of obtaining labourers to gather it.

Linseed.

Linseed gave indifferent results, and sun-flower and hemp seeds were more or less a failure.

Yield.

In this territory the average yield per acre was as follows: Winter wheat, 13 bushels; rye, 12 bushels; spring wheat and millet, 14 bushels; barley and oats, 16 bushels.

Stavropol.

The weather during the summer was, generally speaking, favourable, although rather hot and dry during the latter half. The damage done by the drought, however, was not extensive.

Winter and spring sowings.

Both winter and spring sowings gave good results, the one exception being the Alexandrovsk district, which suffered greatly from the ravages of locusts. It is calculated that from 7,000 acres to 8,000 acres of different kinds of grain, principally wheat and barley, were completely destroyed.

Linseed and rape seed.

Linseed was bad on the whole, and rape seed was also unsatisfactory.

Yield.

The average yield may be taken as follows:—Winter wheat and rye, 20 bushels per acre; spring wheat, 19 bushels; barley, 20 bushels; and oats and millet, 22 bushels.

Astrakhan.

In this province the summer was also hot and dry. The rains which fell towards the end of June were insufficient, and also came too late to improve the conditions of the crops which were already burnt up. Hail also did much damage.

Rye.

Rye, owing to the drought, gave very poor results, and in the Tsarevsk district was totally lost.

Of the spring sowings only millet, and here and there barley, gave an average crop. The yield of the other kinds of grain was much below the average. Spring sowings.

Linseed, hemp, and mustard-seed also suffered, and the crop was consequently very bad. Seeds.

The yield per acre on the average was as follows:—Rye, 3 bushels; wheat, 4 bushels; barley, 7 bushels; oats, 4 bushels; and millet, 8 bushels. Yield.

Voronej.

Much the same weather existed in this province, the thermometer at times rising as high as 35° R., accompanied by strong parching easterly and south-easterly winds. Rain fell very seldom in the southern districts, and even then it was not general, and in some parts they had only three or four rains during the whole of the summer. In the northern districts (Zadonsk and Zemliansk) the weather was somewhat more favourable, rain fell more frequently, and the crops consequently gave better results. Hail storms also did serious damage in several districts.

Winter wheat yielded badly in nearly all the districts, and only in the most northern (Zadonsk and Zemliansk) were slightly better results obtained. In some parts not even the seed was returned. Taking the winter-sown grain, on the whole the crop may be considered to have been a complete failure, and such small returns have not been known for many years. Winter sowings.

The spring sowings also greatly suffered from the adverse weather, especially in the southern and central districts where the wheat, barley, and oats were literally burnt up, in some parts barely returning the seed, and in others were completely lost. Taking the whole of the province, the yield was much below the average. Spring sowings.

The linseed crop was also a failure, and the same may be said of hemp, although an average yield was obtained in the two above-mentioned districts. Linseed and hemp.

In this province the average yield per acre was as follows:— Winter wheat, 4 bushels; rye, 5 bushels; spring wheat, 8 bushels; barley, 10 bushels; oats, 11 bushels; and millet, 14 bushels. Yield.

Saratov.

In this province the weather was favourable to the crops, and the temperature, owing to the north-easterly and north-westerly winds prevalent during the months of June and July, was not very high. In some districts hail did some damage, beating down the crops.

Winter wheat gave a fair crop, and rye also came up to the average. The best results were obtained in the Atkarsk and Winter wheat. Rye.

Saratov districts. The Kamishin, Tsaritzin, and Khvalin districts, on the other hand, did not yield so well.

Spring sowings. The spring grain on the whole gave satisfactory results. The best crop was given by millet seed, which throughout the province was above the average. Wheat gave about an average crop, but oats were somewhat below the average. Maize, according to one report, yielded about 33 bushels per acre.

Linseed and hemp. Rape seed. Linseed and hemp yielded fairly well in several districts, but in others they were affected by the drought and heat. Rape seed gave bad results.

Yield. The average yield per acre was as follows:—Winter wheat and rye, 12 bushels; spring wheat, 11 bushels; barley, 12 bushels; and oats, 14 bushels.

Samara.

The weather in this province was hot and dry, and altogether unfavourable to the crops. During June rain fell in some parts of the province, greatly improving the appearance of the crops, but this improvement was of short duration owing to the high temperature during July, and had it not been for the rains early in August the crops would have been completely burnt up.

Rye. Rye, on the whole, was above the average.

Spring sowings. Wheat gave fair results, except in the Bugulmin, Samara, and Stavropol districts, where it was below the average. Oats were also below the average in the same districts. Barley gave a good crop, but millet, on the whole, was below the average.

Linseed. Linseed having suffered from the drought failed completely in some regions, and in others only the seed was returned. Hemp also yielded very badly.

Yield. The average yield per acre in bushels was as follows:—Rye, 11; spring wheat, 10; barley, 9; oats, 6, and millet 7.

Ufa.

The weather was favourable throughout the province. The crops were somewhat affected by drought during July, but it was of short duration, lasting only two weeks or three weeks. The sole exception is the Menzelin district where rain was very scarce during the month of June, whereas in the other districts there was an abundant fall.

Winter sowings. Rye, on the whole, yielded a very good crop. In the Menzelin and Birsk districts, however, the returns were unsatisfactory.

Spring sowings. Spring-sown grain also gave good results in all the districts with the exception of Menzelin, where it was affected by the drought. The best crop was given by oats. In some districts

large tracts of spring wheat were destroyed by locusts, and barley also suffered to a large extent from the same cause.

Linseed and hemp were good in the Zlatoust and Birsk districts, but in the others they did not come up to expectations. Linseed and hemp.

The yield in this province was as follows:—Rye, 17 bushels per acre; spring wheat, 10 bushels per acre; barley, 9 bushels per acre; oats 19 bushels per acre; and millet, 19 bushels per acre. Yield.

Orenburg.

The weather during the first half of the summer was favourable with frequent rains. In July, however, drought set in accompanied by excessive heat, and from this cause the quality of the spring-sown grain was inferior.

Wheat gave good results and rye was also good, in several districts an excellent crop of the latter was gathered. Winter sowings.

Wheat, with few exceptions, was very satisfactory. Oats were above the average, and barley gave a fair crop. The yield of millet was much above the average. Spring sowings.

Linseed and hemp having suffered from drought were on the whole a failure and only in the Tcheliabin district were good returns obtained. Linseed and hemp.

In the province of Orenburg the average yield was as follows:—Winter wheat, 17 bushels per acre; rye, 22 bushels per acre; spring wheat, 10 bushels per acre; barley, 17 bushels per acre; oats, 22 bushels per acre; and millet, 18 bushels per acre. Yield.

Hay.

An excellent hay crop was gathered in the Ufa and Orenburg provinces. In Saratoff, Samara, Stavropol, and the Kuban territory it was slightly inferior, and in the other provinces comprised in this Consular District, it was either below the average or bad, especially in the Don Cossack territory, where the crop was a very small one.

Vegetables.

In the bulk of the provinces the potato crop was good, or above the average, and it was only in the Kuban and Ter territories that the yield was unsatisfactory.

Other vegetables were also, on the whole, fairly good, a bad crop being reported from the Government of Samara only.

Fruit.

Fruit gave very good results in Ufa and Orenburg. In Voronej, Saratov, Samara, Ekaterinoslav and Don territory the

blossom was affected by the spring frosts, and the yield was consequently very poor. In the remaining provinces about an average quantity was gathered.

Labour.

Generally speaking, labour was abundant, and in several provinces the supply surpassed the demand. In the Caucasus (Kuban, Ter, and Stavropol territories), however, some difficulty was experienced in gathering the crops owing to the labourers returning to their homes on the outbreak of the cholera epidemic.

KERTCH.

Mr. Vice-Consul Hunt reports as follows:—

Wheat. Winter wheat ("azima"), the principal article produced here, resulted in a most splendid crop, and it is expected that the quantity available for export this year will be treble as compared to last year.

Barley. The crop of barley is also most abundant.

Linseed. The crop of linseed turned out very badly and hardly one-tenth of the usual quantity will be exported this year.

BERDIANSK.

Mr. Vice-Consul Lowe reports as follows:—

At no time during the past spring and early summer were the prospects particularly encouraging, and the effects of the terrible loss occasioned by the high winds of April as reported on June 7 are now being felt in the affected parts and will naturally cause a large reduction in the out-turn of the district generally.

Maize and millet. The maize and millet sown immediately after the above loss have given fair yields, but the prices of these articles being so low the peasant-farmer finds his pecuniary position very bad, seed and flour for present and future requirements will have to be purchased.

Wheat. The harvest in the unaffected portions of the district has been good, the welcome rain in June just saving ruin there also, several villages have obtained 24 bushels and 30 bushels per acre.

The average yield, after deducting the 337,500 acres from which the seed sown has not been recovered, may be calculated at about 15 bushels per acre, but, owing to the low prices current, the farmer has been very little benefited by this fair yield.

The entire autumn has been again dry, and seeding have had no chance until the middle of October, when rain fell; some portions of the district still remain without rain, consequently slender hopes are entertained for winter wheat and rye.

Rostov-on-Don.

Mr. Vice-Consul Martin reports as follows:—

Winter sowings. Winter sowings gave no promise of a good crop owing to the autumn and spring drought, also severe frost and wind during the winter. Wheat suffered most, and in many places had to be replaced by spring sowings, but rye gave hopes of a better yield; however, the result in both cases was below the average.

Spring sowings. These promised well from the beginning, especially the early sowings, but where sown later in the season they suffered somewhat from the heat, eventually improving under the influence of several very fair rains, the crop as a whole finally proving satisfactory, in many places even abundant. The best yield was obtained from oats, barley, and millet.

Linseed and hemp. Whereas the results of the harvest in the rest of the Don territory were a complete failure and barely sufficient was gathered for seed; in this district the crop was much more satisfactory, although after all below the average.

Hay. The crop yielded very poor results almost without exception owing to the insufficient rainfall; haymaking began early in June, and fine weather was generally experienced all the harvest time.

Fruit and vegetables. Fruit gave a very fair crop, but the quantity of vegetables produced was below the average.

Labour. There was an abundance of labour during the greater part of harvest time, towards the end, however, a scarcity was experienced owing to the outbreak of cholera which drove away a great number of labourers.

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No. 1172.

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RUSSIA.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF RIGA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1003.

Presented to both Houses of Parliament by Command of Her Majesty, APRIL, 1893.

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RUSSIA.

RIGA.

Consul Wagstaff to the Earl of Rosebery.

My Lord, *Riga, March* 18, 1893.

I HAVE the honour to transmit, herewith, my Report for the past year on the Trade and Navigation at Riga, together with the Reports from the Vice-Consuls at Libau, Pernau, and Windau.

I have, &c.
(Signed) WM. GEO. WAGSTAFF.

Report on the Trade and Navigation in the Consular District of Riga for the Year 1892.

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Riga.

Grain trade.

The year 1892, on the whole, has not been a prosperous one for the mercantile community of this city. Business in general has been dull, and there are very few merchants here who do not complain of a decreased volume of trade.

The grain trade especially has passed through a time of depression the like of which has rarely been experienced at this port. The reasons are not far to seek. The abundant harvests which America reaped in 1891–92 enabled that country to ship such enormous quantities of grain as it had never done before. Foreign markets being well stocked with Russian produce, shipped before the prohibitions took place, could not bear the continued pressure, and prices had gradually to give way. Thus it happened that, when the prohibitions were at last raised (viz., on oats, May 2–14; other grain, except rye, rye-flour, and bran, on June 9–21; and on rye, rye-flour, and bran, August 11–23) the holders of stocks found it almost impossible to dispose of them at reasonable prices.

This caused many exporters to keep their goods back till almost the autumn without, however, improving their position, for not only were the consuming countries of Europe favoured with good crops but also the other rivals of Russia, besides America, had reaped such good harvests that the demand for Russian grain remained very limited, even at the reduced prices. In November last the Agricultural Department made the wheat crop in Russia (excluding Poland) 30,960,000 quarters, and the rye crop 79,060,000 quarters.

Agricultural returns of crops.

The Central Statistical Bureau of St. Petersburg now makes the yield of the wheat and rye crops in Russia (including Poland) to be as follows:—

Description.	Quantity.
	Quarters.
Winter wheat	11,000,000
Spring „	21,152,000
Total	32,152,000
Rye	72,954,000

The result, therefore, is, allowing for the harvest in Poland, the wheat crop is but slightly below the estimated quantity, but the rye crop is now stated to be 11,000,000 quarters under the returns given in November last, and this accounts for the scarcity of rye that continues to exist.

Cereals, yield of.

The following table shows the yield of the different crops of cereals in the 50 Governments of Russia-in-Europe and 10 pro-

vinces of Poland for the past four years, the figures being reduced to quarters on the basis of the official manner of calculating the weight of the tchetvert for the different kinds of produce:—

Description.	Per Thousand Quarters.			
	1892.	1891.	1890.	1889.
Azima wheat	11,000	8,606	11,000	6,323
Spring „	21,152	13,297	16,980	18,806
Total wheat ..	32,152	21,903	27,980	25,129
Rye	72,954	60,744	81,290	68,694
Oats	54,720	52,675	66,062	62,100
Maize	2,646	3,557	2,930	2,586
Barley	20,940	16,913	19,601	15,228
Buckwheat	6,050	5,432	5,976	7,330
Milletseed	7,264	4,458	6,626	4,355
Peas	2,615	1,963	2,505	1,778
Total	199,341	167,645	212,970	187,180

The total yield of the 1892 crops is, therefore, about 32,000,000 quarters larger than the famine crop of 1891, and 13,000,000 quarters below that of 1890.

Annex B shows that the total quantity of cereals shipped at this port in 1892 amounted to 683,126 quarters, against 1,305,116 quarters in 1891, and 1,445,008 in 1890. Thus the quantity exported last year was under 50 per cent. of that of 1891. Rye shows the greatest decline, only 8,120 quarters, against 409,670 in 1891, and wheat 34,326 quarters, against 231,066 quarters. Barley has gone back from 143,680 quarters to 99,148 quarters. The only article that shows a slight increase is oats, of which 541,532 quarters were exported, against 520,710 quarters in 1891. But considering that about 400,000 quarters were stock, which exporters had to hold over from 1891 in consequence of the prohibition, it is evident that the amount of new transactions in this article was very small. Exports. Cereals.

As to rye, it ought to be mentioned that the largest portion of the quantity shipped went to Finland, where great scarcity of food reigns.

Business prospects for the coming spring are anything but bright. The stocks at present in warehouses are extremely small and the supplies so restricted that what is required for local consumption has to be obtained from warehouses. The stocks now at Riga are estimated as follows:—Wheat, 6,000 tons; rye, 2,500 tons; oats, 20,000 tons; barley, 35,000 tons; linseed, 2,000 tons; and hempseed, 600 tons. Stocks.

Before closing this notice on cereals, it should be stated that a Special Commission, under the presidency of M. Kovalevsky, Grain inspection.

Director of the Commercial Department, St. Petersburg, at which deputies from the principal grain-exporting ports attended, has again lately been considering the state of the Russian grain trade with regard to the proposed official inspection of cereals, &c., destined for export. Rules have been elaborated, but apparently nothing definite has been decided. The difficulty of applying them at the different ports is so great that it is expected some time will elapse before they come into operation. It is, however, to be hoped that when this crying need is introduced, thoroughly qualified and impartial inspectors will be appointed, who are conversant with the trade at each port, and that the formalities will be simple and speedy.

Elevator.

In connection with the grain trade, I may mention that a scheme for erecting a public elevator at this port has long been under discussion, and probably this year one will be constructed at Andreasholm. The cost of the building is estimated at 35,000*l.*, and a similar sum will be necessary for expropriation of ground and building the branch line from the Riga-Dvinsk (formerly Dünaburg) Railway to the elevator.

It is very probable that tenders will be invited for constructing the elevator, &c., details of which will be published in due course.

Although the yield of both fibre and seed in 1892 on the whole exceeded the returns of the preceding year, they were under average crops in quantity, and therefore reduced, on one hand, the exports, and, on the other, enhanced the value of fibres.

Flax.

Flax shows an increase of 3,263 tons compared with the previous year, or 46,300 tons against 43,037 tons.

The crop of 1892 which usually finds its way to Riga was at one time expected to give a better yield than it has. From what I have been able to ascertain from various sources the deficiency in the flax crop last year was not so large as represented. As regards the quality it is difficult to express an opinion; some districts which generally yield good flax gave a poor quality, while in others the staple is short.

The prices in October and November were rather low, and as the French and Belgian crops turned out short the spinners had to provide themselves with a larger quantity of Russian flax. This, coupled with the demand of home manufactures, soon reduced the stocks and sent up prices in this country and in foreign markets.

The French and Belgian spinners have bought largely, the Irish a little, but the Scotch spinners, I fear, have missed their opportunity and must be prepared to pay higher prices, to which the rate of exchange has contributed as the ruling rates are about 25 per cent. above October quotations.

The prices in November, taking K as a basis, were 26 r. to 29 r. per berkovetz (16*l.* 5*s.* to 18*l.* 5*s.* per ton) according to districts. At present, they are 33 r. to 37 r. per berkovetz (20*l.* 15*s.* to 22*l.* 5*s.* per ton).

The stiffening in prices of flax in 1891–92 caused an increase in the acreage sown last year, consequently the average crop was better than that of 1891.

Excluding Cis-Caucasia (Stavropol, Ter, and Kuban, which provinces hitherto have not figured in the returns) the yield amounted to 17,231,123 poods (273,510 tons) or 1,532,926 poods (24,332 tons) above the crop of 1891. The increased average and yield principally took place in the flax-producing provinces, viz., St. Petersburg, Witebsk, Vologda, Viatka, Pskov, and Tver; whilst in the black soil districts where the flax industry has gradually extended during the past decade, the average was comparatively under the proportion.

The province of Livonia again takes the lead in 1892 with 1,554,987 poods (24,682 tons) or 722 tons over 1891. Pskov comes next with 1,392,000 poods (22,095 tons) or 863 tons less than in 1891. The neighbouring province of Courland yielded 282,690 poods (4,487 tons) against 4,707 tons, and Esthonia 46,870 poods (744 tons) against 1,390 tons in 1891.

Taking the four provinces that principally affect the export trade of flax of this part of Russia, we find that the quantity yielded in 1892 was 52,008 tons against 53,015 tons in 1891 or a falling-off of nearly 2 per cent.

The total yield of flax in the 60 provinces of Russia (Poland included) during the past 5 years was as follows (in the returns, however, for the year 1892, Cis-Caucasia is included):—

Year.	Quantity.	
	Poods.	Tons.
1892	19,040,463	302,233
1891	15,698,197	249,178
1890	18,152,560	288,140
1889	19,583,641	310,851
1888	16,759,374	266,022

It is said that two-thirds of last year's yield has already changed hands, and that the stock held by the peasants is about 25 per cent. to 30 per cent. of the crop.

The flax trade just now is dull owing to the sudden rise in the exchange and to Libau and this port being closed by ice.

Linseed. A further decline is noticed in crushing linseed of 87,743 quarters last year—134,867 quarters against 222,160. In sowing linseed there is also a falling-off of 19,650 quarters—101,889 quarters against 121,539 in 1891.

Notwithstanding that linseed yielded better in 1892 than in the preceding year, the crop is considered unsatisfactory, as it is under the average for the past four years by 48,315 tons; the annual net yield (after deducting seed) during the quinquennial period being as follows (the Cis-Caucasian crops, 1,435,453 poods (22,785 tons) are included in the returns for 1892):—

Year.	Quantity.	
	Poods.	Tons.
1892	14,530,709	230,646
1891	11,364,885	180,395
1890	14,775,840	234,537
1889	16,399,926	260,316
1888	22,015,719	349,456

The falling-off in the returns principally took place in the south-west and partly in the south, whilst the central and eastern provinces yielded better crops.

Hemp. In hemp there was a serious falling-off of 4,783 tons; 6,179 tons against 10,962 tons. Reference has been made in former reports to the gradual decrease in the export of this article. The prices last year ranged between 21*l.* 10*s.* to 27*l.* 10*s.* per ton c.i.f. according to quality.

Contrary to the reports circulated regarding hemp, this staple shows a very considerable increase over 1891, or, excluding Cis-Caucasia, 9,284,777 poods (147,377 tons), against 6,023,705 poods (95,614 tons), or 54 per cent. The largest returns were in the hemp-producing region—provinces of Orel, Kursk, Voronej, Kaluga, and Moghilef.

The total yield of hemp in the 60 provinces during the past five years was as follows (the returns for 1892 include Cis-Caucasia):—

Year.	Quantity.	
	Poods.	Tons.
1892	9,900,824	157,156
1891	6,023,705	95,614
1890	8,068,681	128,074
1889	8,930,758	141,758
1888	9,436,401	149,784

Hemp-seed. The returns of hemp-seed show a corresponding increase over 1891, or, excluding Cis-Caucasia, 8,849,028 poods (140,460 tons), against 4,348,068 poods (69,017 tons), nearly 50 per cent.

The total net yield of hemp-seed (after deducting seed) in the 60 provinces during the past five years was as follows (as in the foregoing returns, the crop of Cis-Caucasia is included in that of 1892):—

Year.	Quantity.	
	Poods.	Tons.
1892	9,064,247	143,877
1891	4,348,068	69,017
1890	7,448,863	118,236
1889	11,949,050	189,667
1888	14,117,906	224,094

NOTE.—In the foregoing returns 63 poods have been taken to the ton.

Timber. The quantity of timber floated down the River Düna in 1892 was much larger than in 1891, but as the demand for wood goods was pretty brisk throughout, only small stocks remained on hand at the close of the season.

The "zalom," or breaking-through of the rafts, in the spring caused considerable loss to dealers, yet, on the other hand, it stiffened the market, as quantities of different kinds of wood were kept back for a while and slowly offered for sale.

On the whole, it may be said that the timber trade of 1892 was fairly satisfactory to exporters but the result was not so favourable to sawmill-owners, who were obliged to pay higher for logs in proportion to prices obtainable for sawn goods, and therefore some of the mills reduced their working hours and others closed altogether.

A large quantity of boards was shipped to Germany, Holland, and Belgium; deals and battens principally to England and France.

Sleepers. The export of sleepers last season increased by 42,300, or 2,000,560 against 1,958,260 in 1891.

The value of wood of all kinds exported amounted to 1,037,368*l.*, or 68,944*l.* under that of 1891. Although larger shipments took place, there was a falling-off in the higher qualities, thus reducing the total value of the exports.

There is one fact that forces itself upon the attention of those interested in the Riga wood trade, viz., the gradual diminishing in size of timber annually floated down the Düna, thus affecting its standard quality.

Oilcake. The trade in oilcake was very quiet during the past year; 20,456 tons were shipped against 29,240 tons in 1891. Exporters of Russian linseed cakes, which are much esteemed abroad, find it difficult to compete with American (western) cakes on account of the latter being well-packed in bags instead of mats, which makes them easier to handle and entails less loss in weight.

Eggs. In my report for the year 1891 I referred to the opening of a new establishment here, viz., that of Messrs. Thomas Robinson and Sons, of West Hartlepool, who are well known in the egg trade. This firm have chosen Riga as their headquarters for this branch of business in Russia, and have erected large, commodious premises fitted with all the latest improvements, special rooms for

selecting and packing the goods, also special appliances, machinery, &c., for utilising the waste products. In fact, their establishment, which I visited last summer, is very complete of its kind and was erected at a cost of nearly 7,000*l.*

They have a permanent staff of 150 hands during the season, which lasts from May to December. The eggs are bought from the peasants in small quantities, and forwarded to the firm's chief stations, where they are sorted and candled, &c., under competent inspectors.

The actual buying takes place in the Volga district and on the River Viatka and that neighbourhood, with Kazan as chief station. Eggs are also purchased in the provinces of Orel, Tamboff, Voronej Poltava, and Kherson, and various other places.

Owing to the vast improvement in the railway service, the forwarding of the goods only requires about 6 days or 7 days from the most distant stations.

The quantity bought by this firm last year, between April and December, was 47,500 cases, or 68,400,000 eggs, and as each egg may be said to have been handled three times, besides the special examination which is made of the cases by experts, one may judge of the care and labour expended, the many branches and hands required to carry on a trade of this kind.

The eggs are shipped from Riga to all parts of England and Scotland, but chiefly to West Hartlepool, to which port a line of steamers (Wilson's) has been organized for the traffic.

The year 1892 was the first of the firm's operations in Russia, and it is probable that, as time advances, the volume of business will increase considerably.

Last year 7,108 tons of eggs were shipped at this port, against 9,076 tons in 1891, thus showing a decrease of 1,968 tons; but this is explained by the famine that prevailed last winter in the eastern provinces.

Horses.

The export of horses was much larger last year, being 733 against 168 in 1891. Of this number 419 were shipped to England, principally for pit work, the breed being small. The prices were about 5*l.* to 6*l.* per head.

The remaining number of horses were sent to Denmark.

Total value of exports.

The total value of exports from Riga for the year 1892 amounted to 4,043,324*l.*, which is a reduction of 1,180,801*l.* compared with 1891.

Imports: Total value of.

A further decrease of 308,910*l.* in the imports will be observed in Annex C.; 1,960,190*l.* against 2,269,100*l.* in 1891.

With few exceptions there was a falling-off in most articles; machinery, however, was imported to the value of 54,338*l.* more than in 1891.

Herrings also increased by 29,755 barrels. The most noticeable increase was metallic ores, which rose from 585 tons in 1891 to 4,187 tons last year.

Machinery.

There was a much better demand for machinery of all kinds last year. Irrespective of the high duties, portable engines, threshers, mowers, heavy single furrow ploughs, drills, and chaff-

cutters are still imported from England; two-furrow and three-furrow ploughs from Germany and Sweden. The protective system has enabled manufacturers to increase their production here, such as steam engines, boilers, pumps, mill work, machinery for oil mills, breweries and distilleries, turbines, all kinds of castings, heating apparatuses, pipes, lifts, agricultural machinery, including "tiger rakes," ploughs, broad sowers, and chaff-cutters.

Manure. The duty of 5 c. in gold per pood of superphosphate, equal to about 1*s.* per bag of about 2 cwts., has not caused a falling-off in this article. In 1891, 14,456 tons were imported. The return for last year gives the quantity as 20,955 tons, but 2,021 tons of raw phosphate have to be deducted from this figure, thus leaving 18,934 tons of manufactured manure (mostly from England) as the quantity imported in 1892.

The cargo of raw phosphate which arrived here by the "Castlegate" from the River Coosaw was for the new phosphate works which have been built at Mühlgraben. This is the first establishment of its kind in Russia, and probably the promoters hope that the Imperial Government will protect this new industry by increasing the duty should the present one prove too low to prevent the importation of superphosphates.

The farmers in these provinces are accustomed to artificial manures, and cannot do without them even should the price of same further increase. The duty on this article paid at Riga alone last year amounted to about 9,500*l.*

It seems strange that the Government, whilst attempting in various ways to improve the condition of farmers, should put a duty on an article like superphosphate, which cannot be made in Russia of equal quality, except by bringing all the raw material from abroad. The same remark applies to the high duties on agricultural machinery, which place them beyond the reach of the peasants who are, therefore, obliged to use home-made inferior implements.

Seaborne trade: Total value of. Taking the total value of exports and imports at Riga during the past year, which amount to 6,003,514*l.*, it will be seen that the volume of trade has decreased by 1,489,711*l.*, or nearly 20 per cent. compared with 1891.

Exchange. The rate of exchange has not been so fluctuating as in 1891. From January up to May there was a gradual improvement in the rouble, bringing the 1*l.* down from 10 r. 20 c. to 9 r. 40 c.; in June it rose again to 10 r. 16 c. In August and September the rouble improved 2 per cent., but during the last quarter it receded nearly to the same quotation given at the beginning of the season. The average rate of exchange at Riga during 1892 was 9 r. 90 c. per 1*l.*, but 10 r.—the same as in the preceding year—has been used in calculating the values given in this report.

During the past two months a most unexpected improvement in the rouble—6 per cent.—has taken place, and this in spite of the almost total cessation of exports from Russia.

The amelioration is attributed to the endeavours of the new Minister of Finance to put a stop to the speculation in rouble notes carried on at Berlin.

As banking operations are at present conducted in this country any serious restrictions would affect the monetary transactions of the whole export trade, and it is probable that we shall soon see great changes in the mode of financing them. The last quotation is 9 r. 45 c, but it is generally admitted that a lower exchange, say, 10 r. per 1*l*., would suit this country better in most respects, as it would facilitate the export trade, raise the economic condition of the agricultural classes, and enable them to pay their taxes.

Gold sand frauds.

Respecting the extensive gold sand frauds committed at Riga during the last few years, and to which reference has been made in previous reports, it is satisfactory to note that orders were received from the Ministry of the Interior to arrest 14 of the gang, nine to be transported to the province of Vologda, and five to Eastern Siberia (Yakutsk district) for a term of five years. This summary proceeding on the part of the authorities has evidently broken up the "Gold Club," nothing further having been heard of them.

Claims against residents

Last year I drew attention to the claims preferred by British houses against local traders. During the past season this Consulate has been the means of settling outstanding claims for over 900*l*. But I beg again to direct their attention to the financial and moral standing of parties on this side.

The system of carrying on business has completely changed in this country; competition has filed down margins of profit to the finest limit, and in the event of unfavourable circumstances supervening in executing contracts, some of the sellers—small commission agents—(who do not pay the first guild which allows them to export) have nothing to fall back upon; even they have been unable to pay, in some instance, the commission on the sales made in England. Buyers are often themselves to blame, as despite warnings, one hears of business transactions being repeated with parties who have failed to keep prior agreements.

Navigation.

The first steamer—a Norwegian—with herrings arrived at Hafendam on April 1; others from Libau followed. The ice in the river broke up on April 5, though the navigation was only officially declared open on April 23. Ships drawing over 15 feet had to lighten in the roadstead on account of fresh banks on the bar caused by the débâcle.

In May the dredgers cleared the channel, and steamers drawing 18 feet could come up to the town quay.

The shipping trade was extremely dull nearly throughout the whole season. At the time when the prohibitions of export of cereals were withdrawn more activity prevailed, but, later on, the port had a most unusual and deserted appearance.

British steamers caught in ice.

The last three steamers, "Silvio," "Loch Leven," and "Penelope," left on January 5, but were very unfortunately caught in the ice, the same night, about 6 miles west of Domesness. A north-easterly gale drove them down near Klein Irben (about 80 miles from Riga), where they are wintering, and being near the coast provisions are regularly supplied to them.

The winter has been one of continuous frost, unusual length,

and severity; 26° Fahrenheit below zero have been registered in town, and in unsheltered places the temperature was much lower.

The ice is very thick, and in some parts heavily packed, so that the opening of the navigation is expected to be late this year.

In the return of shipping at this port for 1892, Annex A, it will be seen that the number of British vessels has fallen off by 49 or 11 per cent. and by 17,623 tons. The number entered and cleared was 375 steamers and 5 sailing vessels, with an aggregate tonnage of 315,822 tons; 95 entered with cargoes from Great Britain and 12 from other countries; the remaining 273 vessels were in ballast, 5 of which came from the United Kingdom and 268 from foreign ports. Of the number cleared, 307 were bound to the United Kingdom with cargoes, 28 to Holland, 27 to France, and 13 to Belgium. One steamer left in ballast for the United Kingdom, 2 to Sweden, 1 to Germany, and 1 to Russia.

Foreign shipping.

The number of foreign shipping amounted to 1,276, of 560,284 tons or a decrease of 377 vessels, and 117,237 tons, compared with 1891. The Russian flag only showed a falling-off of 8 per cent., but other nation's vessels suffered most from the depression of trade last year; Danish decreased by 20 per cent.; German by 29 per cent.; and Sweden and Norwegian by 43 per cent.

Total tonnage.

The gross total tonnage of British and foreign shipping entered at Riga in 1892 was 877,406 tons. Of the whole carrying trade, the British flag occupied 36 per cent.; German, 20 per cent.; Russian, 18 per cent.; Danish, 16 per cent.; Norwegian and Swedish, 7 per cent.; Dutch and other countries, 3 per cent.

A sight seldom seen in these parts is the American flag. The steamship "Conemaugh" arrived from Philadelphia with about 2,400 tons of flour, provisions, &c., for the sufferers from famine in the eastern provinces. The Americans received a hearty reception here, great enthusiasm was displayed, and fêtes arranged in their honour.

Casualties.

The past season has, fortunately, been nearly free from casualties to British shipping in these waters. Only one case of collision in the river occurred, but the efforts of this Consulate to pin the responsibility to the pilot society failed. The result of the enquiry, however, showed the highly unsatisfactory manner in which these cases are managed at Riga. The promised re-organisation of the harbour administration has not yet taken place. In the meantime shipowners are requested to instruct captains of vessels to report to this Consulate immediately any casualty occurring, so that prompt examination into the case may be made whilst evidence is obtainable.

British seamen's reading-room, &c.

The want of a sailor's home for British seamen has long made itself felt at Riga. The difficulties, however, attending the creation of such an establishment are manifold, and apparently insurmountable, the principal being want of funds, and a suitable and convenient site, as vessels load and discharge at many parts of the river. Mühlgraben, some six miles distant, where about 200 British steamers annually load timber and sleepers, would no

doubt be a suitable place for opening a branch reading-room, yet on account of the great depression in shipping, it is difficult to ask shipowners, who already pay 2 r. 70 c. per vessel towards the Church, to increase their subscription.

In the meantime, whilst definite arrangements can be made, our energetic chaplain, the Very Rev. T. Harris, who has done so much for the Libau Institute, has undertaken this task, and last autumn set apart three rooms—a reading room, writing room, and a room for games—in his house (No. 3, Kleine Schloss Strasse) for British seamen, who will doubtless appreciate the means offered for passing their evenings comfortably, and in a more rational manner than they have hitherto had the opportunity of doing at this port. Towards furnishing the rooms, British residents, shipping firms, and persons sympathising with the cause, have contributed, and it is to be hoped that the chaplain will continue to receive support to carry on his good work amongst the seamen.

Freights. The freight market during the year 1892 has been one of the worst on record. Goods were extremely scarce, and rates in consequence lower than probably they have ever been before. F.o.w. freights opened at 22*s.* 6*d.* for deals per standard; 15*s.* flax per ton for the east coast; 26 fr. deals, and 20 fr. flax for Ghent and Dunkirk, and were freely accepted by steamers, but these rates could not be maintained, and 20 fr. deals, east coast, and 18 fr. flax to the continent soon became current, to be in a few instances improved upon, though in many cases lower rates were accepted. As soon as the export of oats was permitted it became evident that it would not affect the market, tonnage being far in excess of the demand, and 1*s.* per quarter oats basis, for east coast and continent was only obtained by the first steamer. Later on vessels had to accept 1½*d.* and even 3*d.* less in order to complete cargo. In consequence of the neighbouring Russian ports having no goods to export during the greater part of the season, steamers bound thither with inward cargoes applied to Riga for homeward freight, and this had the effect of further depreciating the market and preventing it from rallying at any time during the season. Even towards the close of the year, when rates generally rise, 1*s.* oats basis, 20*s.* deals, were the highest rates obtainable for the east coast.

Shipping prospects for the coming spring are very gloomy; as yet few vessels have been taken up, and those have been done at rates that can scarcely leave any profit to shipowners.

Agriculture. The following details on agriculture have been collected from official reports:—

Livonia. During the first half of June the weather favoured growing crops, but towards the latter half of that month the temperature fell considerably, with frequent rains, which lasted up to the middle of July, when warmer weather supervened. It was, however, of short duration; the temperature fell again, accompanied by heavy rains. Thus, generally speaking, the summer was cool, with an abundance of rain.

The yield of winter sowings was below the average. A fair

crop was gathered here and there, but these cases were very rare.

Of spring sowings, oats gave in most districts the best results. The barley crop may be set down as slightly below the average, although occasional bad reports were received from the Werro, Pernau, and Fellin districts. Wheat, on the whole, gave good returns; peas were also good, but buckwheat was a failure, owing to the excess of moisture.

Linseed gave an average crop, although in some parts of the Fellin, Wenden, and Yurief (formerly Dorpat) districts it suffered somewhat from the rain, and consequently gave bad results. Hemp, the sowings of which were very restricted, gave an average crop.

The hay crop was an average one. The low temperature greatly retarded the growth of grass, and the heavy rains also impeded hay-making.

Potatoes generally suffered from too much rain, and yielded badly, nearly 50 per cent. less than last year's crop.

Apples were very scarce, the blossom having been destroyed by the cold and rain. Pears and plums came up to the average.

The yield in Livonia of the different kinds of grain in bushels per acre was as follows:—Winter wheat, 13; rye, 15; spring wheat, 14; oats, 23; and barley, 17½.

Courland.

Nearly the whole summer, with the exception of the latter half of July, was quite cool, with an abundance of rain in this province. From August 20 to the end of that month, however, it was very dry, the temperature standing at 98° Fahr. Owing to the super-abundance of moisture the fields, especially those lying low, greatly suffered. Hailstorms also passed over the province, but the damage done was very slight.

The crop of both winter wheat and rye did not come up to the average owing to unfavourable weather at time of flowering, and although straw was good the ears were very scanty.

Spring-sown grain yielded almost an average crop, and in some districts was slightly above it. Peas gave good results.

Linseed gave an average return; in the Grotinsk and Windau districts a good crop was gathered.

As in Livonia, the hemp crop in Courland was about the average.

The remarks on the fruit crop in Livonia are applicable also to this province, but potatoes gave a fair return.

The average yield in Courland was as follows: winter wheat, 13 bushels per acre; rye, 13½ bushels per acre; oats, 23½ bushels per acre; barley, 19 bushels per acre; and peas, 16 bushels per acre.

Cattle plague.

These provinces have suffered very slightly from cattle plague during the past year. Nil reports were received up to August, when a few cases of pleuro-pneumonia and anthrax were reported in Livonia. Foot-and-mouth disease appeared in September and spread to 17 farms, attacking a large number of cattle; it disappeared in November, and fortunately the mortality was

trifling. This disease did not extend to Courland, which province has been exceptionally free: only a few isolated cases of glanders and farcy occurring there.

Emigration.

The anticipated emigration of destitute Jews viâ this Consular district did not take place last year; only some 350 to 400 persons left Riga for Lübeck. Warning notices were again published throughout the district setting forth the little prospect of their finding employment in the United Kingdom owing to the labour market being overstocked.

Jews: Removal of from Livonia and Courland.

On February 18 (o.s.) the governor of this province published a circular from the Ministry of the Interior ordering all Jews who have no right to reside in Livonia, but who were permitted to live here according to circulars published in 1880 and 1882, to leave this province and return to the "pale of settlement" within the space of 4 months; exceptions being made in favour of certain persons to whom the term may be extended to November 1 (o.s.) next.

This measure will affect about 8,000 souls. The Hebrew population in Livonia is estimated at 25,000, of which over 20,000 reside at Riga.

As the same regulation applies to the province of Courland, which will seriously affect the trade of Libau, it is anticipated that a large number of Jews will emigrate, but how this is to be accomplished is a question, seeing that the majority are of the poor working class.

Public works.

One of the most urgent demands constantly heard is for improvement in the navigation of Russian rivers and re-opening of channels and water communication which formerly existed. But of late years attention has been chiefly directed to the construction of railways whilst the high waterways of the country have suffered, thereby entailing heavy losses and arresting the development of trade and industry. It is now reported that in the absence of public funds a private company has undertaken the deepening of the western Düna for a distance of 110 versts (73 miles) from Witebsk to Velij, in which parts the obstacles to navigation are innumerable. The River Düna there traverses the north-western industrial region, which has a timber trade of 10,000 rafts, besides a large flax and grain trade. Should the project be carried out Riga will derive no small benefit from it.

Another project, referred to in my report for 1890, is again being discussed, viz., the extension of the railway from Pskov to Bologoe, thus connecting this port with Rybinsk and the Volga. At the same time it is proposed to carry the line from Tukum on to Windau, which, in some respects, is superior to Libau. The general scheme is to establish a "North-Western Railway," which would embrace the following lines: Rybinsk-Bologoe, Pskov-Riga, Rigo-Tukum, and the Baltic railway; to which would be added the new lines, Pskov-Bologoe, Rybinsk-Yaroslav, and Tukum-Windau. Altogether the new company would have the management of 1,803 versts (1,202 miles) of railway. As pointed out previously the realisation of this scheme would cause a revival of trade and

greatly increase the exports from Riga, which offers special advantages as an outlet from the central and north-western regions of this vast Empire.

The cholera made its appearance at this port on August 11–23 last, though it was only officially announced one month afterwards, September 23. During that period several suspicious cases occurred which the medical board did not recognise as Asiatic cholera, but only as diarrhœa not fully defined and not of an epidemic character. As the attacks became more numerous, and learning that Koch's comma bacillus had been discovered, I decided to issue suspected bills of health on September 19 and on September 23 ceased delivering the same. Publi. health.

The reticence on the part of the authorities had a disquieting influence on the mind of the inhabitants. This was probably prompted by the desire not to alarm the population, and as the disease had not assumed an epidemic character they ascribed the first attacks to acute catarrh of the intestines. In the meantime, the number of cases increased, all hope disappeared of holding the disease in check, and on September 23, by authority of the Minister of the Interior, the town of Riga and the neighbourhood were declared to be infected.

The length of the cholera visitation was about 2 months; the last case occurred on October 25, and on November 21 this port was declared free from the disease.

TABLE showing the Number of Choleraic Attacks (Asiatica and Nostra) and Fatal Cases which occurred at Riga and in the Neighbourhood.

Name of Place.	Number of Attacks.	Number of Fatal Cases.
Riga..	129	59
Bolderaa	10	8
Schlock	6	3
Dubbeln	5	4
Uexküll	1	1
Total	151	75

This shows that 76 persons recovered, or only 50 per cent. of the total number attacked.

The largest number of cases in one day was 10 on October 15, and 7 on September 30.

All the persons attacked were of the labouring class, principally those working on board ships and on the dams for regulating the river or on the water, left bank of the river.

Various theories have been set up regarding the introduction of cholera at Riga last autumn; the medical authorities however, are of opinion that the infection was brought hither by vessels

from cholera-stricken ports and in the shallow places behind the dams, where the water is nearly stagnant, the foul deposits teeming with organic matter, offered a rich bed for the propagation of the disease. This is confirmed by the fact that from August 23 to September 13 the infection first made its appearance amongst the labourers on board ships and the dredgers lying inside the dams, who drank the water from these quasi-stagnant places, but as soon as steps were taken to prevent drinking this water, the attacks sensibly decreased.

Considering the many favourable conditions there existed for the development of the cholera germ at Riga, it must be admitted that the excellent results obtained are largely due to the combined intelligent energy displayed by both official and municipal authorities and to the efforts unanimously directed towards preventing the spread of the disease.

In the autumn, small-pox was prevalent and still exists, as also influenza, the latter, however, in a mild form. Therefore, on the whole, it may be said that the public health in the provinces of Livonia and Courland during the past year was satisfactory, as the 75 deaths from cholera is a very small percentage considering that the population of Riga alone is 200,000.

Annex A.—RETURN of all Shipping at the Port of Riga in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	591	375	315,231	380	315,822
Russian*	233	62,766	250	95,448	483	158,214
German	78	16,248	279	165,120	357	181,368
Danish	62	7,416	143	132,400	205	139,816
Swedish and Norwegians	58	14,936	132	44,056	190	58,992
Dutch	32	12,392	8	7,704	40	20,096
Other countries ...	3	1,358	1	1,740	4	3,098
Total	471	115,707	1,188	761,699	1,659	877,406
,, for the year preceding ...	569	150,556	1,513	860,410	2,082	1,010,966

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	591	375	315,231	380	315,822
Russian*	231	62,316	249	94,598	480	156,914
German	78	16,248	279	165,120	357	181,368
Danish	62	7,416	143	132,400	205	139,816
Swedish and Norwegian	58	14,936	132	44,056	190	58,992
Dutch	32	12,392	8	7,704	40	20,096
Other countries ...	3	1,358	1	1,740	4	3,098
Total	469	115,257	1,187	760,849	1,656	876,106
,, for the year preceding ...	594	157,531	1,512	859,780	2,106	1,017,311

* Vessels engaged in the coasting trade are included.

Annex B.—RETURN of Principal Articles of Export from Riga during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cereals—					
Oats	Quarters ...	541,532	417,750	520,700	401,682
Rye	,, ...	8,120	9,780	409,670	493,335
Barley	,, ...	99,148	101,230	143,680	130,870
Wheat	,, ...	34,326	59,194	231,066	417,202
Total	...	683,126	...	1,305,116	...
Pease	Quarters ...	17,454	20,135	17,840	19,820
Crushing linseed	,, ...	134,867	219,396	222,610	375,060
Hemp seed	,, ...	11,046	15,248	27,846	38,435
Sowing linseed	Barrels ...	101,889	86,605	121,539	100,270
Camel and horsehair	Tons ...	364	28,660	975	76,780
Eggs	,, ...	7,108	246,320	9,076	312,840
Flax	,, ...	46,300	787,540	43,637	734,068
Hemp	,, ...	6,179	136,245	10,962	217,180
Oleonapht	,, ...	3,715	46,812	3,942	49,670
Oilcake	,, ...	20,456	141,757	29,240	175,000
Skins and hides	,, ...	3,134	367,200	3,095	362,035
Wool	,, ...	700	66,160	1,542	149,220
Wood of all kinds	...	...	1,037,368	...	1,106,312
Other articles	...	...	255,984	...	64,346
Total	...	...	4,043,324	...	5,224,125

Annex C.—RETURN of the Principal Articles of Import to Riga during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Chemical produce...	Tons ...	1,893	71,550	1,339	50,622
Clay	,, ...	12,456	31,392	12,235	53,125
Coals...	,, ...	173,952	153,425	175,610	165,952
Cocoanuts (coprah)	,, ...	2,522	47,660	2,120	40,064
Coffee	,, ...	345	52,155	382	52,990
Corkwood	,, ...	3,460	108,955	3,577	101,405
Cotton	,, ..	1,863	123,218	1,771	118,309
,, manufacture	,, ..	52	32,760	17	10,530
,, yarn	,, ...	82	10,560	117	14,754
Dyewood	,, ...	8,415	66,265	17,058	118,220
Herrings	Barrels .	99,346	139,085	69,591	104,386
Hides	Tons ..	325	27,363	285	23,498
Hops...	,, ...	47	13,275	82	18,035
Iron (pig)	,, ..	4,825	68,390	4,586	54,896
,, (cast)	,, ...	3,702	23,322	5,639	28,422
Machinery	,, ...	3,838	118,943	2,054	64,705
Manure	,, ...	20,955	79,210	14,456	54,646
Metal ore	,, ...	4,187	65,943	585	9,215
Oil	,, ...	235	14,840	278	16,774
Paints	,, ...	322	16,242	328	16,875
Rosin	,, ...	3,228	26,437	4,404	34,971
Spices	,, ..	170	17,144	121	12,654
Steel	,, ...	2,418	91,387	2,600	98,210
Sulphate of soda	,, ...	2,324	32,249	2,107	30,621
Sulphur	,, ...	2,181	13,743	2,147	13,523
Tools...	,, ...	210	17,220	166	14,638
Wine...	,, ...	490	55,628	521	56,665
Woollen manufacture	,, ...	39	30,337	43	34,400
,, yarn	,, ...	44	16,432	40	14,760
Other articles	...	...	395,010	...	861,235
Total	...	...	1,960,190	...	2,269,100

Annex D.—TABLE showing the Total Value of all Articles Exported from Riga and Imported to Riga from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	1,415,163	2,136,294	..	893,115
Germany	727,798	943,442	..	829,937
Denmark	283,033	363,274	..	56,617
Holland..	384,116	488,917	..	11,317
Belgium	626,715	508,199	..	138,793
Sweden and Norway ..	230,470	297,500	..	118,806
France	363,900	478,442	..	27,944
Other countries ..	12,129	13,057	..	192,571
Total	4,043,324	5,224,125	1,960,190	2,269,100

LIBAU.

Mr. Vice-Consul Hill reports as follows :—

Trade. The report on trade from the port of Libau for the year 1892

can only be classified as the very worst for many years. The trade has been of the most disappointing nature, and most unsatisfactory to all concerned, with no animation from beginning to end.

Removal of prohibitions.

In consequence of the prohibition placed on the export of most cereals in August and October, 1891, the stocks of oats which had accumulated during the 7 months amounted to about 250,000 quarters, and when the prohibition was removed they found ready buyers, but at prices which could have been hardly remunerative to shippers after their long detention. The prohibition of export of all cereals was entirely rescinded at the commencement of the month of May, 1892.

Famine.

The failure of the crops in 1891 caused, as is well known, a great famine throughout the larger portion of the grain-producing provinces of Russia, more especially in the eastern portion of the Empire, and in order to in some degree alleviate this distress, our American cousins despatched two vessels to Libau, the American steamer "Indiana" and the British steamer "Missouri," with full cargoes of flour, &c., for distribution amongst those suffering from the famine.

American assistance.

This generous act on the part of the American nation towards Russia caused great excitement, and the arrival of the "Indiana" especially gave occasion for a great deal of enthusiasm, ending in public receptions of all kinds and of festivities in honour of the captain and crew of this vessel. The enthusiasm shown on the arrival of the English vessel "Missouri" was not of so marked a nature, but nevertheless was of a very hearty character.

With each vessel an American deputation came, and they received most hearty welcomes at the hands of the authorities of the town, and were likewise met by a deputation from the Central Committee of the Famine Fund, presided over by H.I.H. the Czarewitch.

The railway companies made special arrangement for the promptest despatch of the cargoes to the poverty-stricken governments. The donations from America to Russia consisted of wheat (in grain), rye, wheat and maize flour, about 5,000 tons, besides preserved meats, clothes, &c.

Exchange.

The value of the rouble has, on the whole, not fluctuated so much during the year 1892, and for this cause trade has been to some extent benefited.

Shipping.

The shipping returns, as will be seen from Annex A, shows a considerable falling-off in the total tonnage, the number of vessels being slightly in excess of 1891, but the number of British vessels shows a falling-off of 48 in number and 35,290 registered tons. This, of course, is attributed to the small demand there has been for shipping of all kinds during the first 6 months of the year, not only to Great Britain, but to all parts.

Harvest.

The harvest in the immediate neighbourhood of Libau was unprecedentedly good, especially that in oats, the Courish landowners not remembering such a good yield, both in quality and quantity, for many years. In fact, most of the oats exported

hitherto to England being Courish, only small quantities of Russian having arrived, and of inferior quality. Rye was also a good and large crop, and quality likewise good, the weather at the time of harvesting being fine.

Exports. Wheat. Annex B shows the principal articles exported from Libau in the year 1892. Wheat, never a large article of export, shows a falling-off of 2,243 quarters.

Rye. Rye also shows a falling-off of 625,693 quarters in the amount shipped to foreign countries, but a quantity of 77,300 quarters has been shipped to Finland, besides the 84,967 quarters shipped to foreign countries.

The prohibition of export did not include Finland, which country likewise experienced a failure of the crop in 1891. Export to Finland can, however, only be made in Russian vessels, and owing to the small number of these, freights to Finland ruled very high; in fact, a monopoly was almost established.

Oats, barley, linseed, pulse, flax, and hemp. There was likewise a falling-off in the following articles:—Oats, 815,817 quarters; barley, 115,189 quarters; linseed, 62,769 quarters; pulse, 176,895 quarters; but an increase in flax and hemp of 9,036 tons.

Eggs. Eggs well maintained their position of last year.

Horses. A new trade has been developed in the export of horses Upwards of 880 were shipped to England, 283 to Denmark, and 93 to Germany; those sent to England being small, handy, and hardy animals, suited for mine work, the average cost of which would be about 10*l.*, f.o.b., and mostly young animals 5 years to 6 years old.

Sheep. Live sheep have only been exported this year to the number of 6,170, against 10,677 in 1891. It is reported that arrangements have been made for carrying on this trade on a large scale this year, the railway companies having made special freight reductions.

The sheep exported are principally of the merino breed, with a certain proportion of Wallachian fat-tails.

This trade seems to be in the hands of an Austrian of many years' experience; it has hitherto been carried on viâ Odessa, but the long sea journey to Marseilles is found detrimental, and the Libau route is now to be tried on a more extensive scale than hitherto.

Fresh meat. The export of fresh meat from Libau has now ceased entirely, whereas that of salt pork and bacon killed, cured, and prepared by an English firm is steadily increasing and meets with ready sale.

Value of exports. The total value of exports shows a difference of over 1,800,000*l.* between 1892 and 1891 in favour of 1891. This is, of course, to be traced to the prohibition of exports and the bad harvest of 1891.

Imports. The total value of imports, 1,739,116*l.*, shows a difference in favour of 1892 of 200,000*l.* over 1891. This is to be accounted for by the very large quantities of cement, coals, and machinery imported from abroad for the new Government harbour works.

The import of herrings has been very much larger in 1892 than in 1891, as will be seen from Annex B. Herrings.

The new commercial harbour now being made at Government cost is progressing very satisfactorily, and it is expected that these works, *i.e.*, the building of two breakwaters, a new mole northwards of Libau, the extension of the present south mole, as well as the dredging of a large basin of water situated between the north mole and the south mole, to the depth of 22 feet, capable of accommodating many of the Russian men-of-war, &c., will be finished during the current year. This once completed, the works for the new naval and military harbour will then be begun. It is reported that the Government will themselves attempt to carry out this work, which will be a great undertaking and will take several years to execute. Public works.

The health of Libau and neighbourhood during the past year has been all that could be desired. From the epidemic, cholera, prevalent in many parts of Russia, we have been mercifully preserved, there was not a single case here. Precautions were taken by the sanitary authorities both in Libau and on the various railways, likewise at the harbour works, at which many thousands of workmen are employed. The various mills, factories, &c., erected lazarets in the event of cholera breaking out amongst their employés, but fortunately were not brought into requisition. Public health

Annex A.—Return of all Shipping at the Port of Libau in the Year 1892 (o.s.).

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	818	102	61,900	107	62,718
Russian	221	28,060	222	60,262	443	86,322
German	7	696	218	98,930	225	99,626
Norwegian	12	3,974	56	18,784	68	22,758
Swedish	5	564	136	37,954	141	38,518
Danish	51	5,458	183	114,494	234	119,952
American	...	...	1	2,884	1	2,884
Other countries ...	3	828	2	308	5	1,136
Total	304	38,398	920	395,516	1,224	433,914
,, for the year preceding ...	290	33,584	1,395	589,725	1,685	623,309

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	818	99	59,676	104	60,494
Russian	201	25,478	222	57,668	423	83,146
German	7	696	217	97,540	224	98,236
Norwegian	11	3,756	57	18,974	68	22,730
Swedish	5	564	136	37,502	141	38,066
Danish	51	5,458	185	116,496	236	121,954
American	...	...	1	2,884	1	2,884
Other countries ...	3	828	...	...	3	828
Total	283	37,598	917	390,740	1,200	428,338
,, for the year preceding ...	249	28,244	1,392	589,273	1,641	617,517

Annex B.—RETURN of Principal Articles of Export from Libau during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Grain	Quarters*...	828,011	...	2,315,748	...
Pulse	,, ...	48,162	...	194,650	...
Crushing seeds	,, ...	192,873	...	263,175	...
Linseed and other cakes	Tons ...	28,925	...	22,431	...
Rye, wheat, bran, and other meal and flour	,, ...	14,306	...	19,722	...
Flax, hemp, yarn, and codillas ...	,, ...	33,057	...	24,863	...
Petroleum and oleonaphtha ...	,, ...	12,783	...	9,096	...
Fresh and salt meat	,, ..	553	...	1,020	...
Game and poultry...	,, ...	670	...	670	...
Raw and other hides	,, ...	3,928	...	5,050	...
Wool and skins	,, ...	4,069	...	3,167	...
Spirits and alcohol	Gallons ...	398,927	...	4,628,718	...
Sleepers	Pieces ...	99,126	...	101,031	...
Staves	,, ...	1,036,900	...	...	...
Timber and other wood goods ...	Cubic feet	858,132	...	1,285,859	...
Eggs	Number ...	43,972,700	...	41,633,570	...
Horses	,, ...	1,265	...	...	...
Live sheep	,, ..	6,170	...	10,677	...
Total	...	...	2,702,303	...	4,269,314

* 1 imperial quarter, grain = 11½ poods.
1 ,, pulse = 520 lbs. English.
1 ,, linseed = 424 lbs. ,,
1*l.* sterling = 10 r.
1 ton = 62 poods.
10 vedros = 27$\frac{1}{10}$ gallons.

Annex C.—RETURN of Principal Articles of Import to Libau during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal and coke	Tons	76,426	...	63,833	...
Iron, all kinds, and steel	,,	3,570	...	7,218	...
Dyewoods	,,	6,858	...	4,388	...
Agricultural machinery	,,	387	...	258	...
Chemical manure	,,	12,520	...	8,419	...
Cotton	,,	8,430	...	8,811	...
Cement	,,	13,900	...	...	...
Herrings (Norwegian and Swedish)	Barrels	95,974	..	72,118	...
Herrings (Scotch)	,,	115,606	...	50,424	...
Other articles	...	...	...	...	...
Total	...	...	1,739,116	...	1,674,878

Annex D.—TABLE showing the Total Value of all Articles Exported from Libau and Imported to Libau from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	1,362,740	1,631,848	789,162	618,900
Germany	424,805	1,077,210	568,320	729,200
Holland	108,465	395,324	1,773	3,374
Belgium	280,347	285,936	63,866	137,136
Sweden	134,346	241,494	75,608	79,008
Norway	14,816	110,857	23,822	21,089
France	171,854	188,238	63,029	22,747
Denmark	181,383	338,274	13,489	19,500
America	..	..	81,256	..
Other countries	23,547	133	58,786	43,924
Total	2,702,303	4,269,314	1,739,116	1,674,878

PERNAU.

Mr. Vice-Consul de Bruyn reports as follows :—

Our navigation opened rather late last spring and the first British steamers only entered this port on May 1–13, whilst the middle of April (o. s.) has been mostly the usual date of this event taking place. Navigation.

Altogether, 24 British boats of 31,345 tons register arrived and left Pernau, mostly with full cargoes of flax, whilst of other nationalities, 27 boats of 15,291 tons register and 21 sailing vessels of 2,066 tons register entered, mostly in ballast and left with cargoes. The depth of water on the bar averaged about 11½ feet, which is quite 1 foot above what it usually is in dry seasons. British and foreign shipping.

Exports, flax. As this port is principally dependent upon the flax trade, the prohibition of the export of grain during the greater part of the past year has had but little influence upon the activity of business here during the shipping season.

The flax market opened rather dull at the beginning, and exporters who had not sold during the winter for forward shipment were obliged to lower their prices gradually to induce buyers in Scotland and Ireland, who are their best customers, to operate more freely, but there was not much activity in the trade till after midsummer when more disposition to buy was shown, particularly by the Irish spinners on account of the prospects of their own growing crops of flax not being very promising. As this state of things continued, prices gradually improved again and a good deal of stuff was sold before the close of the navigation, so much so that owners of the balance of our last crop were only willing to sell at prices which were unobtainable and preferred to ship the remainder of their stocks to the United Kingdom. This better feeling for future shipments has continued and prices may now be quoted 1*l.* 10*s.* per ton to 2*l.* per ton higher than what they were at the close of the shipping season with but few willing sellers at the advanced rate, as this year's crop is well reported upon as to quality in most of our districts and is expected to turn out a fair average in quantity.

Flax crop.

Grain crops. The grain crops in these districts have not turned out favourably, and will mostly be required for home consumption.

Value of exports and imports. The total value of goods exported from Pernau last season was 486,079*l.*, of which 365,003*l.* went to Great Britain and the rest to the continent, whilst the value of imports only amounted to 11,207*l.*, of which goods for 6,347*l.* came from Great Britain and the rest from the continent.

Public health. It is gratifying to be able to state that the cholera did not make its appearance at this place last summer.

In making up the returns I have computed flax and codilla at 63 poods to the ton and 100 tchetverts of linseed and cereals as equal to 72 qrs. of their respective weights, as sold in the London market, taking the average exchange at 10 *r.* per 1*l.*

Annex A.—Return of all Shipping at the Port of Pernau in the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	24	31,343	24	31,343
Russian	6	718	...	...	6	718
German	2	60	18	10,701	20	10,761
Danish	7	926	4	1,089	11	2,015
Swedish and Norwegian	6	362	5	3,501	11	3,863
Total	21	2,066	51	46,634	72	48,700
,, for the year preceding ...	20	2,876	50	37,908	70	40,784

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	24	31,343	24	31,343
Russian	6	718	...	...	6	718
German	2	60	18	10,701	20	10,761
Danish	7	926	4	1,089	11	2,015
Swedish and Norwegian	6	362	5	3,501	11	3,863
Total	21	2,066	51	46,634	72	48,700
,, for the year preceding ...	20	2,876	50	37,908	70	40,784

Annex B.—Return of the Principal Articles of Export from Pernau during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Flax and flax codilla	Tons ...	16,715	435,940	12,890	321,890
Barley	Quarters ...	24,241	22,210	35,983	39,581
Rye	,, ...	722	1,024	6,211	7,143
Crushing linseed	,, ...	6,136	9,374	14,245	19,586
Sowing linseed	Barrels ...	14,580	15,404	13,500	15,300
Wood goods	Pieces ...	49,345	2,127	28,182	515
Other articles	...	...	...	...	803
Total	...	...	486,079	...	404,818

Annex C.—Return of the Principal Articles of Import to Pernau during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Herrings	Barrels ...	5,322	2,666	1,500	2,000
Coals and coke	Tons ...	2,950	2,735	3,472	3,485
Chemical manure...	,, ...	887	3,384	820	2,564
Cork wood	,, ...	10	300	...	...
Sheeps' wool	,, ...	5	700	12	900
Coffee	,, ...	1	250	...	...
Iron	,, ...	61	180	72	438
Other articles	...	...	992	...	1,205
Total	...	...	11,207	...	10,592

Annex D.—Table showing the Total Value of all Articles Exported from Pernau and Imported to Pernau from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	365,003	264,157	6,347	6,862
France	55,789	38,611	..	..
Holland..	22,210	50,697	..	..
Belgium	18,996	6,834	..	..
Germany	15,404	20,163	1,729	1,217
Portugal	8,677	24,356	..	..
Norway	..	..	2,666	2,000
Sweden	..	..	390	..
Denmark	..	..	75	513
Total	486,079	404,818	11,207	10,592

Windau.

Mr. Vice-Consul Schenck reports as follows:—

Navigation.

The same as last year; there is little to report respecting the navigation and trade of this small place, as only very few changes occur here.

The number of vessels entered and cleared during the year 1892 was smaller than in the previous year, but the tonnage was higher, owing to the steamers being of a larger size.

The depth of water on the bar last year was again very insignificant. Notwithstanding that a steam dredge was working during the summer as often as possible, weather permitting, and repeatedly deepened the bar, but the next storm from the south-west silted up the channel again, so that it had to be dredged constantly, which was scarcely possible during the autumn on

account of the rough sea on the bar. Medium size vessels were therefore in demand, and obtained higher rates.

Timber is the principal article of export from Windau, and this trade last season was more favourable to exporters than to those of other goods. Exports. Wood.

Of red-wood timber there was less exported than in 1891, but prices were somewhat higher. Red-wood timber.

For red-wood and white-wood deals and battens better prices ruled last year, and larger quantities were exported. The demand for red-wood square sleeper blocks was dull. At the beginning of the season higher prices were obtainable, but in the autumn they fell, and this class of wood was sold at lower rates. The favourable rate of exchange during the autumn partly compensated exporters for the reduction in the price. Red-wood and white-wood deals and battens. Red-wood square sleeper block.

Round sleepers fetched the same prices as in the year 1891. Round sleepers.

The export of pit-props was larger last year. Better prices were obtainable at the beginning of the season, but in the autumn they were sold at reduced rates; through the favourable rate of exchange exporters were also compensated for the difference. Pit-props.

The grain trade was very bad last year. At the beginning of the season nothing could be exported in consequence of the prohibitions. The new grain crops, winter sowings, were middling, and the spring wheat satisfactory. Barley was exported to Holland, but in smaller quantities than in 1891. Better prices for rye and oats during the second half of the season were paid in the interior than could be obtained abroad, and therefore the exporters from Windau sold their stocks to Riga and Libau. Grain.

The shipment of sowing linseed was smaller last season than in the previous year, but the cost price was higher. Sowing linseed.

The export of spirit from this port was higher last season, and amounted to 1,600,000 degrees more than in 1891.

The value of the exports from Windau last season was 110,476*l.*, that is, 21,347*l.* more than in 1891. Value of exports.

The import trade at Windau last season was about double that of 1891. The value of all imports in 1892 was 7,611*l.*, against 3,882*l.* in 1891; the principal articles were coal and herrings. Value of imports.

Annex A.—Return of all Shipping at the Port of Windau in the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	25	15,841	25	15,841
Russian	38	8,014	26	6,890	64	14,904
German	16	2,475	24	11,015	40	13,490
Danish	10	684	37	13,012	47	13,696
Swedish and Norwegian	10	897	25	7,525	35	8,422
Dutch	6	1,048	1	394	7	1,442
Total	80	13,118	138	54,677	218	67,795
,, for the year preceding ...	123	18,573	115	40,751	238	59,324

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	25	15,841	25	15,841
Russian	50	10,827	25	6,641	75	17,468
German	16	2,475	24	11,015	40	13,490
Danish	10	684	37	13,012	47	13,696
Swedish and Norwegian	9	835	22	6,722	31	7,557
Dutch	6	1,048	1	394	7	1,442
Total	91	15,869	134	53,625	225	69,494
,, for the year preceding ...	113	16,615	114	41,074	227	57,689

Annex B.—RETURN of the Principal Articles of Export from Windau during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wood	...	...	80,033	...	38,785
Grain	Quarters ...	13,780	10,489	33,048	32,589
Sowing linseed	Barrels ...	2,015	2,015	2,677	2,677
Spirits	Per cent. ...	4,089,725	8,179	2,482,212	4,964
Other articles	...	...	760	...	1,114
Total	...	...	101,476	...	80,129

Annex C.—RETURN of Principal Articles of Import to Windau during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Steam coals	Tons ...	2,550	2,837	2,203	1,713
Herrings	Barrels ...	6,909	3,950	2,080	1,355
Other articles	...	...	824	...	814
Total	...	...	7,611	...	3,882

Annex D.—TABLE showing the Total Value of all Articles Exported from Windau and Imported to Windau, from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	47,398	33,788	2,340	1,719
Germany	22,611	16,533	1,306	818
Belgium	6,988	3,435	..	..
Holland..	20,355	17,913	..	..
Denmark	1,922	4,142	..	21
Norway and Sweden ..	1,612	1,870	3,965	1,324
France	590	1,918	..	..
Portugal	..	530	..	..
Total	101,476	80,129	7,611	3,882

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1893.

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No. 1183.

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RUSSIA.

REPORT FOR THE YEARS 1891-92

ON THE

TRADE OF THE DISTRICT OF THE CONSULATE-GENERAL AT WARSAW.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 863.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.

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1172.	Riga	2d.
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RUSSIA.

WARSAW.

Consul-General Grant to the Earl of Rosebery.

My Lord, *Warsaw, March* 27, 1893.

I HAVE the honour to transmit herewith to your Lordship my Commercial Report for the years 1891–92.

I have, &c.

(Signed) HENRY GRANT.

Report on the Trade and Commerce of Russian Poland for the Years 1891–92.

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*Trade and Commerce.**

Statistics of imports and exports.

The publication of the official "Obzors," relative to the imports and exports through the various custom-houses of Russian Poland, in the years 1890 and 1891, have been unusually delayed, and it is not therefore possible, for the present, to furnish any detailed statistical tables.

The only information which I have been able to collect on the subject is derived from reports which have appeared in the "Commercial Gazette" and the "Warsaw Journal."

According to these authorities the total value of the imports and exports over the European frontier (which includes the Black Sea and Baltic ports) in the year 1891 amounted to 116,570,444*l.*, which is 2,444,444*l.* less than in 1889 and 6,444,444*l.* less than in 1890.

This falling-off, it is alleged, occurred almost entirely in the imports. Of the total aforesaid 38,740,333*l.* represent the value of the imports and 77,830,111*l.* that of the exports. Taking the detailed statistics of my previous reports as a basis, we may conclude that about one-third of the former and one-fifth of the latter fell to the share of the custom-houses of the Kingdom of Poland and of the Government of Kowno.

Corn.

The exportation of corn by the European frontier in 1891 is reported as having been 1,564,111*l.* in excess of the preceding year in value, but 438,596 tons short of the same in weight. The

Barley and oats.

exportation of barley and oats from Poland suffered from the decrees which stopped it throughout the Empire, owing to the famine in East Russia, but the provinces near the frontier managed to despatch a large quantity to Germany during the days of grace granted by the decrees.

Spirits.

According to the "Commercial Gazette" of Warsaw, which draws its information from some recent statistics published by the Ministry of Finance, the exportation of spirits in the year 1891, from Russian Poland, amounted to 3,086,114 gallons, being 63,588 gallons less than in 1890. The largest quantity came from the distilleries of the Governments of Kalisz, Lublin, Siedlec, and Warsaw, which produced 2,211,645 gallons. It was mostly exported to Germany, the balance being distributed in small parcels to Turkey, Sweden, England, Bulgaria, France, and Egypt. The decrease in the exportation of this article has been very considerable since the year 1887, when 6,335,000 gallons left the

* Rates of Exchange for Foreign Money, Weights and Measures adopted in this Report:—

1*l.*	= 9 r. for imports and exports and 10 r. for other items.
1 cwt.	= $3\frac{1}{10}$ poods.
1 quarter	= $31\frac{1}{5}$ funts (40 funts = 1 pood).
1 ton	= 62 poods.
1 mile	= $1\frac{2}{3}$ versts.
1 acre	= 900 sq. sachines.
1 bushel	= $\frac{1}{6}$ tchetvert.
1 gallon	= $\frac{4}{10}$ of a vedro.

country through the Polish custom-houses. This was, no doubt, due to the gradual reduction and eventual abolition, in 1891, of the export bounty. It is probably in consequence of the depression which that measure caused in this most important branch of industry that the bounty was re-established by an Imperial decree of July 15, 1892.

Population and Industries.

Depression of Polish industries.

The principal customers of the Polish manufacturers being in Central and South-Eastern Russia, the effects of the famine in those parts of the Empire made themselves severely felt in this country during the second half of the year 1891.

Woollen goods.

The demand for carded woollen goods slackened very much, and the higher class of woollen cloth goods sold so badly that prices fell 10 per cent. Cheap half-woollens sold fairly well, but also at comparatively low prices. Orders for the new season were slack, and the number of commercial travellers fell off.

Scarcely any orders were received from the usual customers in the southern Governments, and the manufacturers were afraid of sending goods on credit, even to the districts that sent orders, owing to the great number of bankruptcies.

Printed cotton goods.

Printed cotton goods of the better sort sold badly, but fustians were disposed of in large quantities, though at reduced prices, in order to get rid of the surplus stock.

No market for linen textiles

There was hardly any market at all for linen textiles, and a heavy surplus stock remained on the hands of the manufacturers.

Textile industries.

The accounts published by the "Commercial Gazette" respecting the textile industries of Zgierz during the same period (1891) were even less satisfactory. The situation was getting worse every day. One firm had been obliged to liquidate, and others were expected to follow, and several of the small spinners had to close because the Lodz merchants, for whom they work, suspended their orders.

Revival of industries.

This depression, however, only lasted for about 6 months, and the beginning of the year 1892 was accompanied by a revival of trade, which (according to the "Warsaw Journal") caused the textile industries of Poland to develop an activity without precedent. This activity has continued up to the present date, and the reports that reach Warsaw from Lodz (the great centre of the Polish textile industries) say that the "winter season," which has now commenced, will probably be quite as brisk as the "summer" one which has just closed.*

New textile factories.

It is further stated that twelve new textile factories, on a large scale, besides some small ones, are to be started at Lodz this spring, and that many of the old firms are enlarging their works, introducing new machinery, and increasing the number of hands.

Increased export of textile goods.

As a further proof of the increased activity of the Polish

* Autumn and the first half of winter is called the "summer season," because it is the time when goods for the ensuing summer are made.

industries, it may be mentioned that Lodz exported in the month of February, 1893, 483 tons of textile goods more than in the corresponding month of the preceding year.

Railway rates.

The reduction of 20 per cent., which has just been announced, in the railway rates for the carriage of raw wool from Rostoff-Don and Rostoff-Azov to Warsaw, Lodz, and Ivangorod will, no doubt, have a most beneficial effect upon the woollen industry of Poland.

New material manufactured.

The manufacture of a new kind of summer material has been recently started at Lodz on a large scale. It is like the Chinese material known as "Tche-soun-tcha," of which it is an imitation. It is remarkable for its lightness and cheapness, and is said to be very much appreciated.

Hours of labour reduced.

An interesting piece of news, at a time when the "hours of labour" question is being so much discussed, is that the great house of K. Scheibler, at Lodz, has reduced the working day by 1 hour from the 15th inst. (March, 1893) without any diminution of wages.

Iron trade.

According to the "Warsaw Journal" the iron industry of Warsaw in the year 1892 prospered quite as much as the textiles of Lodz, and so did all the other branches of industry.

Development of industries.

This development of the economic and commercial forces of Poland is attributed by the same authority to the establishment of branch agencies by the principal Russian banks, among others the "Azov-Don," which disposes of considerable capital, and has representatives at all the Black Sea ports, besides being in direct commercial relations with Bokhara and Teheran. It is, says the "Warsaw Journal," through this and other Russian banks, which have established branch houses at Warsaw and Lodz, that the manufacturers of Poland have opened up new channels of trade and strengthened the already existing ones.

The "Warsaw Journal" on the questions of the German element in the Polish industries, and the exclusion of British trade from Central Asia.

At this point the aforesaid paper takes the opportunity of touching upon two questions which are just now uppermost in the mind of the nation. One is the old grievance about the industries of Poland being in the hands of Germans, and the other the exclusion of the British from the trade of Central Asia. As the article appears to me to accurately reflect public opinion in Russia and Poland upon these questions, I will give the following translation of the remarks I am referring to:—

"And it is precisely by the opening up of these new markets in Central Asia and in Persia that we account for the prosperity of our industries, and we again repeat that it is much to be regretted that the lion's share of the profits should go abroad, and that only the crumbs should remain for our poor workmen.

"Our trade with Central Asia and Persia has not yet taken deep root, and the representatives of Russian commerce will have to win a great many victories against British competition, in order to conquer those markets for Russia.

"Having a common adversary, the manufacturers of Moscow and Poland should unite their efforts and act together with one and the same object.

"But this union does not exist. The majority of the manu-

facturers on the banks of the Vistula being Russian subjects only 'de jure' do not work, as they ought to, in the interest of the Russian nation, but exclusively in view of their own German interests, so that we have no reason to rejoice at their successes in the markets of Central Asia, notwithstanding that they obtain them under the protection of the Russian flag.

"The principal object of Russia in the Asiatic markets at the present moment is to exclude British goods from it. It would be a matter of secondary importance which of the industrial districts of the Russian Empire contributed most to this end, if the profits of the industries established on the banks of the Vistula benefited the native population exclusively, and did not, as it is the case, go to swell the capital of Prussian manufacturers, engineers, and workmen."

"If those industries were in the hands of Russians or Poles we should be much stronger in our struggle with the English, and our commercial preponderance in Central Asia would be assured."

Rivalry between the Moscow and Lodz industries.

The constant complaints of the Moscow manufacturers relative to the geographical advantages enjoyed by Lodz led to the establishment of a differential duty on raw cotton in 1887,* with the view of placing the two great centres of the cotton spinning industry on a more equal footing as regards the cost of the raw material.

Railway rates

Not satisfied with this the Moscovites later on obtained certain advantages over their rivals in respect of railway rates, which is bitterly complained of by the Warsaw Committee of the Bourse in its report for the year 1891, in which it endeavours to prove that the Polish industries are handicapped in their struggle with Moscow. With the view of ascertaining the truth as to the allegations of the two rivals an inquiry into the state of the industries of the Kingdom of Poland was confided to Mr. Bielow, a well known Russian economist, who was instructed to ascertain—

Alleged advantages of Lodz over Moscow.

"Whether it was true that the industries of Lodz competed successfully with those of Moscow, and whether it was necessary to weaken the former in order to uphold the latter."

Mr. Bielow's report.

The result of Mr. Bielow's inquiries, which he submitted to the Society for the Promotion of Trade at their last meeting in St. Petersburg, may be summed up as follows:—

(*a*) That foreign raw cotton is only $1\frac{1}{8}d.$ per cwt. dearer in Moscow than in Lodz, while Central Asian (which has now almost entirely replaced foreign cotton) costs twice as much at Lodz as at Moscow (4*s.* 6*d.* per cwt. at Lodz and 1*s.* $10\frac{1}{2}d.$ at Moscow).

(*b*) That the superiority of Moscow in respect of raw wool is also conspicuous, owing to the railway rates, which are—from Rostoff to Moscow, 2*s.* $1\frac{1}{4}d.$ per cwt.; and from Rostoff to Lodz, 3*s.* $5\frac{1}{4}d.$

(*c*) That wages are higher in Poland than in the rest of the Empire, while the hours of labour are shorter, the yearly rate being 3,212 hours at Lodz and 3,429 honrs at Moscow

* Annual Series No. 321, 1888.

(*d*) That, as regards fuel, the Moscow factories use chiefly the dregs of naphtha, costing 6*d.* per cwt., whereas at Lodz only Dąbrowa coal is used, costing 10¼*d.* per cwt., and giving the same amount of heat as the former.

(*e*) That the railway rates are mostly to the advantage of Moscow.

There is, therefore, no reason, says Mr. Bielow in his report, which has been published, to consider that Lodz possesses any advantages over Moscow, calling for legislation in favour of the latter, the superiority of the former being the natural consequence of the greater energy, technical knowledge, and enterprise of its manufacturers.

Superiority of Lodz.

One of the members, Mr. Scharapoff, remarked that things were very different in 1885, when Lodz was allowed to import its raw cotton overland from Hamburg, through Alexandrowo, costing one-fourth of what it did at Moscow, when railway rates to and from the latter city were twice as high as to and from Lodz, and when fuel was ever so much dearer at Moscow—the dregs of naphtha not having yet been introduced. Since that date all these unjust privileges, said Mr. Scharapoff, had been removed, and he therefore concurred in the opinion that Moscow had no longer any reason to complain, the two rivals having been placed on an equal footing, but added that if Lodz was still dangerous it was only on account of its German element.

Population.

The Warsaw Statistical Committee has published the following information relative to the population of the Kingdom of Poland. The total inhabitants of the Kingdom in 1890 amounted to 8,256,562 souls (exclusive of the military), of whom 3,977,406 were males and 4,279,156 females, being at the rate of 73·7 inhabitants per square verst (1,144 square yards).

Agriculture.

Harvest.

The yield of the winter crops in the year 1892 was satisfactory in all the Governments of the Kingdom of Poland, with the exception of the Government of Suwalki, where it was only middling. The spring ones also gave satisfactory results, except in the Government of Kalish. The yield in Lithuania was satisfactory in the Government of Minsk, middling in that of Grodno, while in the Governments of Wilna and Kovno the winter crops were middling and the spring ones satisfactory. I have not been able to ascertain the total yield of the different kinds of corn throughout my district, but a table showing the return per acre has been published, a translation of which is hereunto annexed (Annex I.).

Beetroot.

The beetroot crop of the year 1892 was very poor, and as it is one of the most important agricultural products of the country, the short return has been severely felt in some districts, both by the growers and by the sugar manufacturers.

According to the "Commercial Gazette" the yield of the year 1892 was 10,576,112 cwts., against 12,310,156 cwts. in 1891, but

this difference of 1,734,044 cwts. does not adequately represent the actual loss sustained by the growers, inasmuch as the area sown in 1892 was considerably in excess of that of the previous year.

The produce per acre varied considerably in the different Governments, as will be seen in the annexed table (Annex II.).

The Government of Warsaw, which is the most important centre of the sugar industry, is the one that suffered most, the yield having been 86 quarters per acre below that of the previous year. The annexed table (Annex III.) shows the total yield in each Government of the Kingdom during the years 1891 and 1892 respectively.

Public Works.

Waterworks and sewage.

A detailed account of the Warsaw waterworks and sewers was given in my report for the year 1886.* The vast works in progress at that time have been completed, and we have now an abundant supply of excellent water, as well as a perfect system of drainage, throughout the principal parts of the town; two important factors in the sanitary conditions of the city, which have enabled the local authorities to take effective measures against the spread of cholera by which Warsaw was threatened last year. A further extension of the sewage system and an increase in the water supply are in contemplation.

Extension of in contemplation.

Land and Water Communication.

Increased railway traffic.

According to official statistics published by the "Journal de St. Pétersbourg," there has been a very considerable increase in the receipts per mile since 1887 on the lines over which the goods manufactured at Lodz and the iron and coal extracted from the south-western Governments of Poland are conveyed. The Ivangorod-Dabrowa line increased its annual receipts, per English mile, from 441*l.* in 1887 to 935*l.* in the first 11 months of the year 1892, while the receipts of the Lodz-Kolinski line rose from 3,191*l.* to 5,128*l.* per mile.

New roads in construction.

The new high roads which were decreed in the year 1891 are, I am told, progressing towards completion. They are divided into the following sections: Kolbiel-Nowominsk, Stanislawów-Brock, and Ostrów; Ostrów-Rozany, Wyszk-Pultusk, Zambrów-Wysock, Mazowieckie-Bialystok, Sejny-Olita, Merecz-Orany.

Canal.

A scheme for the construction of a canal 12 miles in length connecting the Vistula with the Narew, probably between Jablonna and Zegrze, or thereabouts, has been approved by the Minister of Communications, and the works are to be commenced as soon as the necessary funds shall have been provided.

* Annual Series, 1887, No. 128.

Annex I.—Yield per Acre of the Crops for the Year 1892.

Governments.	Average Bushels Per Acre.						
	Rye.	Winter Wheat.	Spring Wheat.	Oats.	Barley.	Millet.	Peas.
Warsaw	22·8	20·2	...	14·9	17	...	12·8
Kalisz...	19·2	23·4	...	17	20·2	...	13·3
Kielce...	21·3	29·3	...	22·4	21·3	...	...
Lomza	19·2	21·3	...	16	16	14·9	13·8
Lublin	19·2	17	13·8	20·2	18·6	18·1	16
Radom	17·6	16·5	...	21·3	18·6	...	...
Piotrków	14·9	17	...	16·5	16	6·4	12·2
Suwalki	16	19·2	...	21·3	21·3	...	...
Siedlec	14·9	12·8	...	16	14·9	...	...

Annex II.—Average produce of Beetroot per Acre in the Kingdom of Poland for the Years 1891–92.

Governments.	1892.	1891.	Difference.
	Quarters.*	Quarters.*	Quarters.*
Warsaw	384	470	— 86
Kalisz	464	462	+ 2
Kielce	522	566	— 44
Lomza	502	429	+ 73
Lublin	582	609	— 27
Piotrków	367	536	— 169
Plock	405	473	— 68
Radom	584	607	— 23
Siedlec	408	470	— 62
Whole Kingdom	430	484	— 54

* Avoirdupois.

Annex III.—Beetroot Crops.

Governments.	1892.	1891.	Difference.
	Cwts.	Cwts.	Cwts.
Warsaw	5,180,336	6,531,860	— 1,351,524
Kalisz	1,077,772	1,182,464	— 104,692
Kielce	722,809	752,839	— 30,030
Lomza	322,000	282,555	+ 39,445
Lublin	1,256,302	1,043,730	+ 212,572
Piotrków	362,250	416,185	— 53,935
Plock	836,279	1,176,214	— 339,935
Radom	528,563	589,694	— 61,131
Siedlec	289,800	334,612	— 44,812
Total	10,576,111	12,310,153	— 1,734,042

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RUSSIA.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF BATOUM.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1027.

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MAY, 1893.

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RUSSIA.

BATOUM.

Consul Stevens to the Earl of Rosebery.

My Lord, *Batoum, April* 1, 1893.

I HAVE the honour to herewith transmit to your Lordship my Report on the Trade and Commerce of Batoum for the year 1892. The Reports from the Vice-Consuls at Poti and Novorossisk are also annexed.

I have, &c.
(Signed) P. STEVENS.

Report on the Trade and Commerce of the Consular District of Batoum for the Year 1892.

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Remarks.

I have been too short a time at my new post to be in a position to independently draw up a report on the commerce of Batoum for the year 1892, and all the remarks that I am about to make will therefore be based on figures that have been furnished me (which are not official, and subject to correction), and on data collected from different persons engaged in trade here. According to these two sources, it would appear that in volume the imports to and the exports from this port are considerably in excess of what they were in the year 1891.

Increase in volume of imports and exports.

Unsatisfactory results obtained from trade.

The natural inference to be drawn from the information contained in the accompanying tables would be that trade in general in this part of the Caucasus was in a more flourishing condition than heretofore, and that the many individuals whom it affected were satisfied with the issue; yet I am led to understand that this is far from being the case; that the results attained in previous years were of a more satisfactory nature; and that a sensible decline has taken place in the remunerative character of the different branches of business peculiar to Batoum.

Reasons of decline.

From what I can gather, the pecuniary falling-off above referred to can be assigned to the following causes, viz., the existing keen competition of the American oil-exporting firms, and to the rivalry that exists between opponents in business here, who are ever ready to reduce their profits to a minimum in order to prevent their neighbours from working. In fact, in many instances some who have large credits abroad go as far as to sustain losses provided they attain this object.

Shipping not affected by quarantines and cholera.

Notwithstanding the stringent quarantine measures adopted by the Turkish Government against arrivals from Batoum when the cholera epidemic advanced through the Caucasus, owing to which companies such as the Messageries Maritimes, the Paquet Company, the Russian Steam Navigation and Trading Company, and the Austrian Lloyds, suspended, for the time being, their mail-boat services between Batoum and Constantinople in consequence of the serious detention to which their steamers were subjected on their arrival at Turkish ports, the shipping return for the year 1892 shows a total increase of 196 vessels entered and 179 vessels cleared as compared with the previous year.

Augmentation in shipping.

This augmentation in the shipping can chiefly be attributed to the greater demand that existed for tonnage for the conveyance of kerosene in cases to Indian, Chinese, Japanese, and other eastern ports, and to the comparatively low rates of freight paid for that purpose, as shipowners, in preference to allowing their vessels to proceed east in ballast, readily accepted a low freight from the Black Sea with a view to secure the enhanced rates that they expected to obtain from thence for homeward-bound cargoes. As an instance of this I may mention that the present prices paid for the transport of oil in cases from Batoum to ports situated in the above-mentioned localities are just one-half what they were some 3 years to 4 years back, when this particular kind of trade was still in its infancy.

The total tonnage of British and foreign vessels at Batoum during the past year, exclusive of vessels engaged in the coasting trade, was 1,076,930 tons. 277 British steamers, of the aggregate tonnage of 374,599 tons, entered the port, and 267 steamers, of 364,277 tons, cleared. These figures show an increase of 17 British vessels entered and 5 cleared as compared with the year 1891. Total shipping. Number of British steamers.

The only English line of steamers that visit this port are Messrs. Westcott and Laurance's boats from London and Antwerp, which have been running for some years. On an average, a steamer of theirs calls at Batoum about once a month. In the strict sense of the word, however, they cannot be called regular liners, for they have no fixed dates of arrival or departure. The before-mentioned two French companies have a great advantage over the English firm, inasmuch as their permanent agents at Baku and Tiflis (at which two places they also have stores for receiving goods) greedily snatch up, at through rates, all parcels that are in the freight market for conveyance to the United Kingdom, France, and the United States of America. Only English line of steamers.

The numbers of the Norwegian boats that visited the port of Batoum in 1892 have again advanced from 18 to 26, *i.e.*, an increase of 8 ships. This demonstrates that tonnage under the Norwegian flag continues to steadily gain ground in the Black Sea. Norwegian steamers

There is little to be said about the import trade, which at Batoum is entirely dependent on the quantity of oil produced, refined, and exported from the Caucasus. The importation of tin-plates from Swansea for making petroleum cans; pine boards from the Danube, out of which the cases for holding the cans are made; sulphur and caustic soda, which are used at Baku for refining purposes, and other articles in direct relation with the manipulation of petroleum products, necessarily augmented in a year like that of 1892, when the activity of the oil trade reached a much higher limit than it ever did before. Import trade.

It is to be noted that English coal has practically ceased to be brought to Batoum. The quantity imported in 1892 barely reaches 1,000 tons. Foreign coal has been superseded in the market by coal from the Caucasian fields and coal procured in the basin of the Don, both of which are inferior in quality to English coal, but which can now be sold at a trifle under the prices that English coal fetched, although, owing to the early closing by ice of the Sea of Azoff and the defective condition of the roads from the coal fields of the Caucasus, the supply failed this season, and a dearth of mineral fuel was experienced here. While the famine lasted fabulous prices for Russian coal were paid. English coal.

The manganese ore trade to the United Kingdom and the United States of America is steadily increasing. Manganese ore.

It is stated that as soon as the branch railway from the Trans-Caucasian main line to Chiatur is completed, which is expected

Branch railway from main line to mines.

to take place shortly now, this trade will, according to all present appearances, assume very large proportions. The Government has lately been much concerned in the welfare of the mining industry of the Caucasus, and measures have been adopted for the immediate improvement of the existing horse tracks in the mining sections of the sub-district of Sharopan. The construction of macadamised roads has also been undertaken in those sections, which, when brought into use, will render the mines easier of access, and enable mine-owners to deliver the ore at a reduced rate at the railway station of Kviril, situated about 50 miles distant from the mines, on the Trans-Caucasian main line, which is in direct communication with the ports of Batoum and Poti, whence the ore finds its way abroad.

Saving in f.o.b. price of ore.

In order to illustrate the saving that will take place, I must proceed to quote the present prices paid for manganese at the sea-board, as well as the prices at which it is expected dealers will be able to deliver the ore at the same spot on completion of the improvements above referred to :—

	Present Prices per Pood.	Expected Future Prices per Pood.
	Copecks.	Copecks.
Cost of ore at the mines ..	8	8
Transport to Kviril	25	5
Commissions	2	2
Freight from Kviril	4	4
Total	39	19

The average f.o.b. price paid for this ore at the sea-board is, therefore, about 40 c. per pood, which is equivalent to 10*d.* for every 36 English lbs., and the saving that is likely to occur is 20 c., or 5*d.* per pood. It is said that $1\frac{1}{4}d.$ of this sum will go towards advancing the price of the ore at the mines, and another $1\frac{1}{4}d.$ towards increasing the commissions, so that a net saving of $2\frac{1}{2}d.$ per pood will take place in the f.o.b. price of the ore. The quantity of manganese ore shipped in the Caucasus for the United States of America in 1892 was 26,420 tons, valued at 62,066*l.*, and the total quantity that left the country during the same period reached the figures of 33,790 tons and 76,861*l.* in value.

Petroleum production.

The petroleum wells at Balachani, Sabunchi, Romani, and Bibi-Aibat produced 5,491,970 tons of crude oil during the year, or at the average daily rate of about 15,005 tons. The monthly output of these wells can be set down at the following figures, viz. :—

Month.	Quantity.
	Tons.
1892—	
January	401,844
February	387,574
March	539,755
April	521,546
May	571,144
June	379,166
Total production for first half-year ..	2,801,029
July	319,885
August	382,844
September	427,723
October	516,697
November	528,006
December	515,786
Total for the year 1892	5,491,970

From these figures it will be noticed that the production reached its highest figures in the month of May, and its lowest in the month of July, 1892, and that the output during the first half of the year exceeded that of the second half by 110,088 tons. In the month of March, 1892, during the progress of drilling, several very large fountains were struck, and while they remained in activity—which, however, was not for any length of time—the production of the wells on the Apsheron Peninsula probably reached the enormous figures of 2,000,000 poods, or 32,258 tons per diem, but this rate of production has never been attained since. The outbreak of cholera in June doubtless curtailed the production for several months.

Number of wells in activity, &c.

It is computed that 299 wells were producing crude oil on December 31 last; that 150 old wells, which had ceased their production, were being cleaned and repaired with a view to bringing them into activity again; that 81 new wells were being drilled; and that 34 derricks had been erected, and were ready to commence drilling operations.

Petroleum products shipped.

The annexed table, giving the different denominations of petroleum products embarked at Batoum in the year 1892 for various parts of the world, likewise shows an increase of 63,663 tons as compared with the year that immediately preceded it. The value of these exports is estimated at 2,969,670*l*.

Illuminating oils exported in cases and tank steamers.

The total quantity of illuminating oils shipped to ports east of the Suez Canal was 309,687 tons, of which 154.217 tons went to India, and the remaining 155,470 tons to Cochin-China, China, Japan, Java, and Manila. Of this quantity 304,977 tons were conveyed in cases, and the balance of 4,710 tons was carried by tank steamers.

Liquorice root and paste production and export.

The only three liquorice factories in the Caucasus—belonging to Messrs. Urquhart and Co., at Oudjari, in the Government of Baku; Mr. Joseph Bliss, at Elisavetpol; and Messrs. Chrussaki

and Co., at Liaki, in the Government of Elisavetpol—produced 16,639 tons of liquorice root during the year 1892, most of which was shipped at Batoum for the United States of America. Only 231 tons of liquorice paste and a very small proportion of the above-mentioned root was embarked for London and Marseilles.

Population.

Failing a census, which has not been taken for some years, the population of the town of Batoum is estimated to be about 15,000 inhabitants, chiefly composed of Armenians, Georgians, and Mingrelians. The foreign element is in the great minority, although perhaps most of the trade of the place is carried on by Greeks, Germans, and a few Frenchmen.

Harbour works.

The new harbour works were pushed on throughout the past year, during which good progress towards completing the stone quay and increasing the depth of water in the inner port was made. An island situated in the centre of this basin was completely removed out of sight, and the dredgers will shortly attain a sufficient depth at this spot for vessels to safely lie afloat. Unfortunately, however, it has not been considered necessary yet, probably owing to financial reasons, to adopt any measures for the improvement of the accommodation which the outer harbour at present affords to shipping. Vessels still have to be moored stern on at a short distance from the beach, with their anchors out in very deep water, although in good anchorage ground, and to receive their cargoes from lighters. A great deficiency of well-secured moorings is also much felt in both harbours.

Bad accommodation in outer harbour.

Deficiency in moorings.

Ships visiting Batoum are berthed in a tier in the manner mentioned before. During a north-westerly to south-westerly gale a disturbed sea and somewhat heavy swell runs into the bay, which causes vessels riding at their anchors to roll and occasionally pitch heavily, and not unfrequently during these storms the weathermost vessel gets driven on to her consorts, and causes damage to herself and the others for want of some well-secured appliances to which a rope's end might be advantageously made fast in case of an emergency.

Trans-Caspian cotton.

The cotton industry in the Trans-Caspian district is also gaining importance, and last year 72,565 tons of raw cotton were transported across the Caspian Sea to Baku, and from this point by the Trans-Caucasian Railway to Batoum and Poti. After re-shipment at the latter two places this merchandise was conveyed to Odessa and Sevastopol, and thence on exclusively to the weaving mills at Lodz, Warsaw, and in the Government of Moscow. As it is cheaper than American or Egyptian cotton, which have to pay a very heavy import duty, it is expected that in 2 to 3 years, when the cotton crop of Trans-Caspia will suffice to furnish the supplies of raw material required by those factories, American and Egyptian cotton will cease to be brought to Russia.

Annex A.—Return of all Shipping at the Port of Batoum during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	277	374,599	277	374,599
Russian	69	10,977	426	398,637	495	409,614
French	...	...	54	70,694	54	70,694
Austrian	4	2,290	44	44,227	48	46,517
Greek	136	52,877	4	4,517	140	57,394
German	...	...	20	23,558	20	23,558
Turkish	40	10,548	1	675	41	11,223
Norwegian	...	...	26	33,809	26	33,809
Danish	...	...	14	14,257	14	14,257
Other countries ...	21	9,715	18	25,550	39	35,265
Total	270	86,407	884	990,523	1,154	1,076,930
,, for the year preceding ...	283	81,806	675	741,220	958	822,306

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	267	364,277	267	364,277
French	65	10,213	425	398,077	490	408,290
Russian	...	...	54	70,694	54	70,694
Austrian	1	805	44	44,227	45	45,032
Greek	116	44,376	4	4,517	120	4,873
German	...	...	20	23,558	20	23,558
Turkish	36	9,175	1	675	37	9,850
Norwegian	...	...	24	31,482	24	31,482
Danish	...	...	14	14,257	14	14,257
Other countries ...	21	9,934	16	23,536	37	33,470
Total	239	74,483	869	975,300	1,108	1,049,783
,, for the year preceding ...	252	73,367	677	738,405	929	811,772

Annex B.—Return of Principal Articles of Export from Batoum during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Petroleum products ..	931,328	3,401,260	795,128	3,308,660
Wool	3,086	130,058	3,679	180,400
Liquorice root, &c. ..	16,639	124,873	13,633	84,520
Manganese ore.. ..	7,780	14,795	5,222	14,570
Grain	5,160	31,992	4,208	26,090
Other articles	9,672	335,240	11,249	504,270
Total	973,615	4,038,218	833,119	4,120,510

RETURN of Principal Articles of Import to Batoum during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Tin plates	Tons	36,000	490,560	30,045	450,675
Galvanised sheet iron	,, ...	9,500	202,192	7,360	153,800
Iron pipes	,, ...	6,200			
Machinery, &c.	,, ...	10,500	32,201	1,704	26,100
Galvanised wire	,, ...	4,000			
Hydraulic lime, asphalte, &c.	,, ...	7,000	101,414	3,898	84,595
Bricks and tiles	,, ...	4,000			
Colonial produce	,, ...	4,500			
Timber planks	,, ...	35,000	130,000	68,098	246,000
Empty petroleum barrels ...	Barrels ...	374,000	152,004	...	...
Other articles	Tons	7,300		14,430	307,811
Total	...	...	1,108,300	125,535	1,268,981

Annex C.—RETURN of the Value of all Articles Exported from and Imported to Batoum from and to Foreign Countries during the Year 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	556,569	634,000	490,560	732,971
India	428,072	628,000	..	..
France	374,906	363,000	100,400	..
Germany	139,264	138,000	64,000	..
Austria	301,426	300,000	..	536,010
Belgium	322,762	321,000	82,000	..
China and Japan ..	325,171	318,000	..	..
Turkey	616,617	614,000	..	..
America	192,623		..	..
Roumania	13,023	804,510	130,000	..
Other countries ..	767,785		241,340	..
Total	4,038,218	4,120,510	1,108,300	1,268,981

Annex D.—Shipments of Petroleum Products from Batoum in the Years 1892–91.

To—	Crude and Residuum.	Lubricating.	Illuminating Oils.	Total.	
				1892.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.
United Kingdom	3,401	5,696	147,463	156,560	149,514
Austria-Hungary	1,126	2,317	103,762	107,205	103,368
Belgium	5,415	20,036	37,435	62,886	73,176
Bulgaria	...	21	5,271	5,292	4,888
Cochin-China	...	...	5,132	5,132	4,551
China	...	...	33,889	33,889	39,578
Egypt	28	165	22,966	23,159	26,723
France	10,158	24,799	5,288	40,245	24,291
Germany	297	28,255	2,381	30,933	19,859
Holland	...	587	7,793	8,380	5,739
India...	...	...	154,217	154,217	124,997
Italy	190	1,074	29,971	31,235	36,904
Japan	...	...	33,407	33,407	23,672
Java	...	...	56,925	56,925	44,351
Manila	...	...	2,441	2,441	2,794
Malta	...	3	3,440	3,443	2,694
Roumania	323	554	6,124	7,001	13,187
Siam...	...	...	...	...	4,008
Spain	1,175	22	65	1,262	889
Turkey	4	257	79,640	79,901	78,244
Greece	...	9	419	428	5
Denmark	...	114	...	114	539
Africa	...	...	517	517	40
Total exports	22,117	83,909	738,546	844,572	784,011
Russia	250	2,633	83,873	86,756	83,654
Total shipments... ...	22,367	86,542	822,419	931,328	867,665

Note.—The figures given for 1891 are the corrected figures.

Poti.

Mr. Vice-Consul Sturge reports as follows:—

Imports. The imports into Poti from abroad are now so insignificant they are not worth taking into consideration. Manufactured articles almost all reach us from Odessa or Batoum. There would be a demand, at a reasonable price, for ploughs to replace the primitive native instrument now in use; but few agricultural instruments can now be imported into Russia.

Exports. The exports from Poti are now pretty much confined to the two articles of maize and manganese ore.

Maize. The 1891 maize crop, though diminished in quantity by dry weather in July and August, was in very good condition, and after the raising of the prohibition of export in March, was freely shipped until the outbreak of cholera. This reason also interfered with the cultivation of the 1892 crop, which was not a large one, but, the autumn being fine and dry, was secured in good condition. The low freights ruling have facilitated the demand, and production in this district seems on the increase. No other grain is now shipped from hence.

Manganese. The shipments of manganese have been much larger than last year, but, notwithstanding the low freights ruling, the trade is reported unsatisfactory. Owing to the quarantine regulations

during the summer and the inadequacy of our port accommodation, ships have experienced much detention in loading ore, which, unlike maize, cannot well be put on board in the roads. Also the rise in the value of the rouble militates against the business.

Railway. The narrow-gauge railway from Sharopan Station (on the Poti and Tiflis line) up to the mines is approaching completion, but ground-slips and other accidents are so frequent in the mountainous districts of the Caucasus, and unexpected delays so constantly occur, that it is very doubtful if this route will come into play much this season; even then it is only a single line, with wagons carrying from 2 tons to $2\frac{1}{2}$ tons each.

Cotton. Very large quantities of cotton have come down the railway, mostly from the Trans-Caspian, blocking up our port, exceeding the capacity of the Russian steamers to transport it, as it all goes for Russian consumption.

Wood. The heavy export duty and the destruction of the trees within easy distance of the coast diminish the trade in box-wood and walnut, and shipments grow less and less.

Roads. New roads have been constructed in the Caucasus by the Government to employ the starving peasantry of Russia. This will improve communications when they are properly metalled.

Cholera. Notwithstanding its breezy situation and the open form in which it is built, Poti suffered severely for its size from cholera. The number of cases reported was 70, of deaths 44, 30 of whom were not of Russian nationality, and 2 were English sailors. Possibly all the cases were not Asiatic cholera, as every hot season deaths take place here showing choleraic symptoms. The steamers infected were sent to perform quarantine at Theodosia.

Harbour. No improvements have yet taken place in the port of Poti, and the delays occurring the last season (when steamers have waited as much as 3 weeks before obtaining a berth) have a very prejudicial effect on our trade.

Appended hereto are the customs returns of imports and exports during the year.

Annex A.—Return of all Shipping at the Port of Poti during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.		Total during the Year 1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	..	..	86	115,090	86	115,090	58	64,860
French	..	..	2	2,790	2	2,790	11	14,600
German	..	..	2	2,160	2	2,160	8	9,860
Norwegian	..	..	1	1,290	1	1,290	1	1,230
Greek	..	..	5	4,422	5	4,422	8	7,630
Italian	..	..	..	..	..	..	1	1,410
Danish	..	..	3	3,721	3	3,721	R. 2	2,430
Turkish	2	48	..	..	2	48	15	264
Total	2	48	99	129,473	101	129,521	104	102,284

RETURN of all Shipping at the Port of Poti during the Year 1892—continued.

CLEARED.

Nationality.	Sailing.		Steam.		Total.		Total during the Year 1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	..	..	86	115,090	86	115,090	58	64,860
French	..	..	2	2,790	2	2,790	11	14,600
German..	..	..	2	2,160	2	2,160	8	9,860
Norwegian	..	..	1	1,290	1	1,290	1	1,230
Greek	..	..	5	4,422	5	4,422	8	7,630
Italian	..	..	..	..	..	..	1	1,410
Danish	..	..	3	3,721	3	3,721	R. 2	2,430
Turkish..	2	48	..	..	2	48	15	264
Total	2	48	99	129,473	101	129,521	104	102,284

Annex B.—RETURN of the Principal Articles of Export from the Port of Poti during the Year 1892.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Manganese	128,500	311,250	80,016	195,000
Maize	46,000	192,000	57,170	145,000
Barley	..	..	740	2,100
Seeds of all kinds ..	26	260	300	1,200
Box-wood	..	..	60	400
Walnut-wood	470	3,290	703	3,000
Wheaten flour	11	110	45	340
Fish	10	200	20	40
Various	300	600	1,000	2,500
Total	135,317	507,710	140,054	349,580

RETURN of the Principal Articles of Import to the Port of Poti during the Year 1892.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Sundries..	12	65	107	275

NOVOROSSISK.

Mr. Vice-Consul Sterne reports as follows:—

Export trade.

The export trade of Novorossisk for the year ending December 31, 1892, shows anything but satisfactory figures, there being a falling-off of 101,637 tons even over that of 1891. This is to be accounted for by the fact that the laws prohibiting the export of grain were not raised until the months of June, August, and September, and then it was found that the stocks in this district were immense; consequently prices fell to such an extent that business was practically impossible, and, except for occasional spurts, it remained in the same condition up to the end of the year, in spite of the ruinously low rates of freight. The loss thus fell principally upon the speculators or holders of grain, but if, as it is anticipated, the present year's crop be even as abundant as the last, prices must inevitably fall considerably lower still, and the producer will then be the sufferer, unless the American crops prove a failure. I may safely add that the whole of the grain, purchased by speculators or merchants, has been a

source of loss to both producer and buyer, and the large stocks which now remain in middlemen's hands must show a loss to these latter if they decide to sell at current rates.

Stocks. On January 1 of this year there were 83,470 tons of grain in warehouse and otherwise available for shipment.

Harbour works. The harbour works are being energetically pushed on, the mole from the town side of the bay is rapidly progressing, and already affords considerable protection from the heavy swell brought in by the westerly wind.

Elevator. The railway elevator is approaching completion, and should be ready by the end of this year.

Shipping. During the 12 months ending December 31, 1892, in all 136 steamers, under various flags, visited this port; 4 steamers and 1 sailing vessel under Russian flag likewise cleared for abroad with grain and other produce. During the same period of 1891 in all 199 steamers (of which 139 were British) cleared from this port.

Quantities exported. The total amount of grain and other produce exported hence for abroad during 1892 was 245,590 tons, as against 344,227 tons, of the value of 2,196,964*l.*, during the same period of 1891.

Freights. The highest rate of freight obtained during the past year was 15*s.* 6*d.* per ton, and the lowest 6*s.* 6*d.* per ton (new charter). Altogether 600 Russian steamers and 86 small sailing craft entered and cleared for other Russian ports during the year, bringing 31,463 tons, consisting principally of grain (2,375 tons), wood (7,860 tons), coal (4,350 tons), ironware (1,715 tons), groceries, bricks, tiles, &c., and taking hence 45,380 tons, consisting of grain, cement (19,360 tons), flour (5,635 tons), naphtha (500 tons), salt fish, tobacco, benzine, &c.

Quantities imported. During the same period 7,120 tons of various merchandise, consisting of agricultural and other machinery, fire-bricks, clay, tiles, ironware, wines, &c., to the approximate value of 43,000*l.*, were cleared through this custom-house.

Annex A.—Return of all Shipping at the Port of Novorossisk in the Year 1892.

Entered.

Nationality.	Number of Vessels.	Net Tonnage.	Horse-power.	Crews.
British	101	129,197	18,922	2,281
Danish	11	11,255	..	..
French	10	..	..	..
Norwegian	5	..	..	..
German	3	..	..	..
Greek	3	..	..	..
Italian	3	..	..	..
Total	136	..	..	..

CLEARED.

Nationality.	Number of Vessels.	Net Tonnage.	Horsepower.	Crews.
British	99	125,788	18,502	2,234
Danish	11	11,255	..	..
French	10	..	..	..
Norwegian	5	..	..	..
German	3	..	..	..
Greek	3	..	..	..
Italian	3	..	..	..
Total	134	..	..	..

Annex B.—RETURN of Principal Articles of Export from Novorossisk during the Year 1892.

Articles.	On Steamers under British Flag.		On Steamers, &c., under other Flags.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value
	Tons.	£	Tons.	£	Tons.	£
Wheat	93,405	560,430	27,065	162,390	120,470	72 820
Seed	59,035	516,556	...	...	59,035	516,556
Barley	29,230	116,920	370	1,480	29.600	118,400
Rye	21,256	133,408	2,055	11,302	26,311	144,710
Maize	1,950	7,800	...	...	1.950	7,800
Oats	3,389	10,167	308	924	3,697	11,091
Wool	73	2,555	...	...	73	2,555
Oilcake	66	132	744	1,488	810	1,620
Tobacco	...	...	202	12,120	202	12,120
Staves	...	...	122	854	122	854
Cement	...	...	122	427	122	427
Ore	198	396	...	...	198	396
Total	211,602	1,348,364	30,988	190,985	242,590	1,530,349

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ON THE

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RUSSIA.

ODESSA.

Consul-General Stewart to the Earl of Rosebery.

My Lord, *Odessa, May* 3, 1893.

I HAVE the honour to transmit to your Lordship my Report on the Trade and Commerce of Odessa for the year 1892, and similar Reports drawn up by the Vice-Consuls at Nicolaieff, Sevastopol, and Kieff.

I have, &c.
(Signed) C. E. STEWART.

Report on the Trade and Commerce of the Consular District of Odessa for the Year 1892.

ABSTRACT of Contents.

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Introduction.

A short statistical account of the 10 provinces or governments of Southern Russia, of which the Odessa Consular district consists, may be found useful, and will help towards an understanding of the accompanying trade report.

The governments contained in the Consular district are as follows:—

Government.	Area in Square Miles.	Population.	Remarks.
Volhynia	27,743	2,196,049	
Podolia	15,947	2,661,613	
Bessarabia	17,618	1,526,462	
Kherson..	27,523	2,026,853	
Taurida	24,497	1,060,004	Part of Taurida is included in another Consular District.
Kharkov	21,041	2,253,873	
Poltava	19,265	2,658,189	
Kieff	19,691	2,847,607	
Kursk	17,937	2,266,573	
Chernigov	20,234	2,075,867	
Total	211,496	21,573,090	

To give an idea of the size of these governments, which figures do not readily convey to the mind, the smallest of them is more than twice the size of Wales, while the largest is a little less in area than Scotland. The total area of the 10 governments exceeds that of France or Spain, while the population exceeds that of Spain by about 4,000,000.

This large tract of country is watered by several navigable rivers, amongst the chief of which are the Dnieper, the Bug, and the Dneister, which facilitate the carriage of grain and other produce to the seaboard. Several lines of railways also help to bring down produce from the interior to the Black Sea Coast.

The chief port of the Russian Black Sea Coast is Odessa, which hitherto has done a very great trade; Nicolaieff, Eupatoria, and Sevastopol being subsidiary ports at which Vice-Consuls or Consular Agents are placed. The two chief inland towns of these governments are Kieff and Kharkov. At Kieff there is a British Vice-Consul.

Odessa, at the census which was taken on December 13, 1892, had a population of 315,900, inclusive of 17,000 soldiers.

Commerce.

A most serious depression in trade has taken place during the past year. So bad a year has not occurred within the memory of the oldest inhabitant. Up to the month of June there was a prohibition, on the part of the Russian authorities, of the export of grain, and when that prohibition was removed trade did not revive. Importers in Western Europe had supplied themselves with stocks of grain from other sources, and it was therefore more or less closed to the import of Russian grain. Commerce.

In 1892, as in 1891, the harvest was bad in several provinces of Russia, though in many others it was an average harvest, or, even in a few, above an average, but it was a very unequal one: neighbouring districts of the same province showing very different results. Harvest.

The corn required for provinces where the harvest was bad, both for seed and for the wants of the people, kept the price of

grain almost as high in Southern Russia as in Western Europe, so there was comparatively little profit on the export of food grains. Some business was done in oil-seeds, but the whole year (1892) has been an unfavourable one for Southern Russian trade.

In 1891, itself a year in which partial prohibition of the export of grain existed for 5 months of the year and total prohibition for 1½ months, 1,355,000 tons of cereals were exported from Odessa, and in 1892 only 463,000 tons. The export of cereals in 1892 was thus only about one-third of the amount exported in 1891, and compares still more unfavourably with previous years.

Prohibition of export.

It would appear to foreigners that a mistake was made in prohibiting the export of wheat in November, 1891, and up to June, 1892, however necessary it may have been in the case of rye and other grains. Though the distress was great in 1891–92 in certain provinces of Russia, there was more wheat, it is stated, in the warehouses of Southern Russia than there was any possibility of transporting to the famine-stricken districts. The difficulties of transport were more the cause of distress than actual want of supplies in the country, if these supplies could have been readily carried to the governments where actual want existed.

Transport.

The question of transport must always prove a difficulty in so vast an Empire as Russia when scarcity occurs.

As wheat is not the food of the Russian peasant, even in the most prosperous years, it helped him little to retain a quantity of wheat in the granaries, which would have brought money into the country if it had been exported.

On the other hand, the stoppage of the export of wheat almost paralysed the trade of Southern Russia for many months, and caused distress amongst the large body of people employed in various ways in the export and import trade, and took away their means of livelihood at a moment when food prices were high.

Success of the efforts of the authorities to meet the distress.

Energetic measures were taken by the authorities to meet this distress, and their efforts met with a great deal of success in the governments contained in this Consular district. It is earnestly hoped that Russia may be blessed with a good harvest this year, and that a considerable portion of the lost trade may return.

A comparison of the tables of exports and imports of Odessa for 1891 and 1892 will show how serious the depression has been during the year 1892 both in exports and imports.

Freights.

The table of freights, given by Mr. Vice-Consul Woodhouse, for Nicolaieff, which are practically the same as those prevailing at Odessa, will show how low freights have fallen. With the greatest economy of management it would seem that these can hardly be remunerative to shipowners.

Decrease of British shipping.

Only 255 British vessels entered the port of Odessa in 1892, as against 566 in 1891.

Exchange.

The exchange value of the rouble has only varied within comparatively narrow limits in the year 1892; the highest and lowest points having been 10 r. 22 c. and 9 r. 45 c. per 1*l.*

Cholera.

Cholera prevailed in a rather severe form during 1892 in

several of the provinces forming the Odessa Consular district, but Odessa itself was free from cholera until the month of September. In consequence of this disease appearing a quarantine of 10 or 12 days was instituted at most of the Mediterranean ports, and also at Constantinople, against arrivals from Odessa, and this quarantine further tended towards the restriction of trade.

The first case of cholera occurred in Odessa on September 23, 1892, and the last case on November 17, 1892; that is, for nearly 2 months there were cases occurring, but it never could be said to have attained an epidemic character. There were altogether 79 seizures and 39 deaths from cholera in Odessa and suburbs. Many of the seizures were not of residents of the city but of fresh arrivals who had contracted the disease elsewhere. No doubt the comparative immunity from cholera of Odessa was due to the good sanitary state of the town, and the strenuous exertions of General Zelenoi, the Préfet, and of the municipal authorities to keep the town clean. All refuse was immediately removed, the whole town swept and watered several times a day, and every precaution taken for the immediate removal and isolation in a special hospital of those attacked with cholera.

Waterworks.

The water supply of Odessa is good, pure water in large quantities being brought in iron pipes by an English company from the River Dneister, a distance of about 30 miles. The water, while within the pipes, cannot be contaminated, so it must remain pure until drawn, unless the river itself becomes contaminated above the intake of the water company.

From a large experience of cholera epidemics, both in India and Persia, and from having twice myself suffered from severe attacks of that disease, I have been led to the conclusion that, in certainly 9 cases out of 10, where a bad cholera epidemic has occurred, it has been caused by the water supply being contaminated by the excreta of cholera patients, and such contamination is unlikely to occur with the good arrangements in force in this city.

Annex A.—Return of Principal Articles of Import to Odessa during the Years 1891–92.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Agricultural implements	969	29,713	1,574	48,636
Coal	32,914	29,435	138,959	110,384
Cotton, raw	47,496	2,216,082	16,562	1,232,424
Colonials	5,509	190,180	3,563	193,527
Dried fruit, nuts, &c.	4,109	30,970	3,611	59,310
Fresh fruit	11,737	86,317	10,200	82,620
Iron and steel	8,819	73,277	15,196	139,565
Manufactured iron goods	1,092	42,569	1,582	46,861
Machines	1,484	57,392	2,549	114,826
Olive and vegetable oils	4,013	202,756	4,527	229,299
Tea	844	104,630	712	103,915
Tobacco and cigars	154	29,334	179	36,267
Jute	1,221	19,883	703	21,853
Wines and spirits	1,544	28,852	.. *	.. *
Mineral waters	6,076	9,449		
Sundries	..	477,429	..	1,164,475
Total	..	3,628,268	..	3,533,962

* Included in sundries.

Return of Principal Articles of Export from Odessa during the Years 1891–92.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	145,269	1,080,804	758,324	5,063,856
Barley	148,296	642,607	202,495	816,058
Rye	20,718	147,724	94,818	440,906
Maize	136,699	966,633	220,782	996,633
Oats	296	1,559	19,350	88,886
Sugar	22,110	529,254	57,914	1,427,486
Wool	1,944	118,252	3,057	200,700
Flour	11,281	162,579	19,389	208,944
Oil seeds	8,003	67,523	74,373	380,890
Timber and wood	20,794	89,035	28,399	177,381
Cattle, horses, poultry, &c.	..	261,319	..	224,042
Fish, dried, salted, and smoked	4 408	136,828	6,695	209,226
Butter and cheese	696	23,504	1,624	119,233
Caviare	730	36,650	1,353	60,422
Peas and beans	3,261	26,416	9,209	57,536
Oilcake	11,847	58,044	10,760	55,252
Leather	1,335	58,996	894	43,654
Bone meal	3,573	26,584	4,261	17,174
Alcohol	..	63,147	..	164,165
Sundries	..	1,311,865	..	1,755,776
Total	..	5,810,223	..	12,508,220

Annex B.—Return of all Shipping at the Port of Odessa during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	567	251	347,661	252	348,228
Russian	10	1,168	222	228,901	272	259,492
French	...	...	36	45,822	36	45,822
Italian	4	1,984	24	63,994	28	65,978
Danish	...	...	24	26,764	24	26,764
German	1	471	19	18,397	20	18,868
Norwegian	...	...	7	10,692	7	10,692
Greek	38	13,133	6	5,317	44	18,450
Austrian	...	...	43	33,041	3	3,618
Turkish	25	3,340	...	...	25	3,340
Other countries ...	...	...	2	2,474	2	2,474
Total	79	20,663	634	783,063	713	803,726
,, for the year preceding ...	86	18,330	1,067	1,289,679	1,153	1,308,009

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	567	254	349,015	255	349,582
Russian	2	276	244	287,338	246	287,614
French	...	...	32	40,609	32	40,609
Italian	4	2,057	24	36,329	28	38,386
Danish	...	...	23	25,515	23	25,515
German	1	471	20	19,562	21	20,033
Norwegian	...	...	7	10,592	7	10,592
Greek	31	8,801	4	5,476	35	14,277
Austrian	...	...	60	32,929	60	32,929
Turkish	16	1,681	...	...	16	1,681
Other countries ...	...	...	2	2,474	2	2,474
Total	55	13,853	670	809,839	725	823,692
,, for the year preceding ...	57	12,538	1,092	1,325,287	1,149	1,337,825

Nicolaieff.

Mr. Vice-Consul Woodhouse reports as follows:—

Trade and commerce: unsatisfactory state.

Effect of stoppage of exports.

The unsatisfactory state of the trade of Nicolaieff and district which characterised the close of the season of 1891 has continued without any marked improvement up to the present time. As it was feared, the whole machinery of the grain trade was thrown out of gear by the stoppage of exports. The Russian granaries being closed to the outer world, the markets of Western Europe were naturally compelled to turn to other sources of supply, and once having done this, and been well served, they could not be expected to be in a hurry to renew their favours in this direction, for it is no light matter to make new departures in a colossal affair like the grain trade. It is beyond all question of doubt, then, that the blow sustained by the whole commerce of this country, through the prohibitory measures which the Imperial

Government deemed it necessary to take, has been a severe one, and the gravity of the situation, increased as it has been by a variety of circumstances, will, for some time to come, require the closest attention of those who are called upon to cope with it.

Everything depends upon exports.

I speak advisedly when I say that the blow sustained by the commerce of this country has been a severe one, for, as everyone knows, everything hinges upon the exportation of grain.

Resources of Russia undeveloped.

Much has been written and said about the resources of Russia, and it is an indisputable fact that they are almost unlimited, but nothing is developed. The importation of foreign goods and manufactures has, to a great extent, given way to home production. Russian coal, Russian iron and steel, Russian tools, agricultural implements and machinery, and Russian manufactured goods, thanks to the protective duties, have ousted those of foreign origin, but, for the moment, here the matter ends.

Revenues of Empire derived from production of grain.

The grand revenues of the Empire are not derived from the few factories and other industries dotted about the country, nor even from its forests and petroleum wells, but from the produce of its millions of acres of corn-growing territory. A glance at the physical map of Europe will show that, in European Russia, there is an immense area, capable of producing many millions of quarters of grain, and as a considerable portion of this large tract is under cultivation, the yield of cereals in an ordinary season is something enormous, and, after providing liberally for home consumption, there remains a mighty balance for exportation. This is no myth, as the statistics of the last few years will prove. If, therefore, through any misfortune, the exportation of this grain is arrested, even for a single season, what is the result? First of all, the producer suffers, be he proprietor or peasant, for, being unable to dispose of his grain, he is put to great shifts for want of funds; and this is a very serious matter indeed, for very few of our Russian farmers are overburdened with ready cash, and, naturally, the proprietor being without money, is sufficient of itself to produce stagnation of trade.

Result if exportation of grain is stopped.

Then come all the connecting links, right down from the producer to the day labourer, who trims the grain after it is put on board some foreign-going ship. They all suffer.

Every pood of grain exported, independently of the return to the farmer, leaves something for its transport by road, river, or railway, and for the manipulation through which it must necessarily pass before it is finally shipped and sent abroad, thereby contributing, in no small measure, to the maintenance of the railways and lines of coasting steamers and sailing ships, besides a host of other things, all of which give employment to a large percentage of the whole population of the Empire. From this, then, we may judge to what extent the trade of the country must have been affected by the stoppage of exports. Whether the prohibition was warranted by circumstances or not is another question entirely. We are now dealing with the consequences of that prohibition, and not with its cause.

But it would take up too much time and space to enter into

all the details of the matter, and it is hardly necessary to dwell upon the rude awakening which this country experienced when it was discovered that the stoppage of exports had had no effect whatever upon the prices of grain in the foreign markets, and when, later on, the bitter fact was realised that Western Europe, having found other sources of supply, was no longer dependent upon the produce of Russia. Suffice it to say that the mischief was done; and now the great question of the moment—a question that is occupying the attention of those who fully recognise its true significance—is how to remedy the evil that has befallen the nation; how to restore the trade of the country to its lost position?

Rectification of exportation of grain, and reform of grain trade under consideration. Measures taken.

The first thing that claims attention is the rectification of the exportation of cereals. For some time past the reorganisation of the grain trade has been under consideration, and the necessity for effecting certain reforms was fully entered into by the Minister of Finance some years ago, the upshot of which was the establishment of grain elevators in different parts of the country. Then, last year an Imperial Commission was appointed to visit the various grain markets of Europe, and also the principal grain houses on the Continent and in the United Kingdom, for the purpose of ascertaining their several requirements, and, at the same time, to regulate the percentage of admixture in the various cereals. Now, further measures are in contemplation, and the main objects of these are:—

New measures in contemplation and their object.

1. To raise the standard of Russian grain.

2. To bring it into the market in the best order and condition, and as free as possible from all admixture.

3. By providing every facility for the transport, storing, manipulation and loading of grain, to minimise its cost, and thus to render it possible to compete successfully with other corn-producing countries.

Article by Mr. Kozlovsky on necessity for reform.

In an able article which appeared a few weeks ago, from the pen of Mr. A. N. Kozlovsky, a gentleman attached to the Ministry of Finance, and an authority on all subjects connected with agriculture, the errors and abuses of the grain trade are fully touched upon, and, while pointing out the fallacies so long adhered to, he shows to what extent they have contributed to the loss of credit sustained by Russian grain in foreign markets; and not only that, but he clearly demonstrates the fact that the exportation of badly assorted and dirty grain is a grave mistake, as it entails a serious financial loss to the country in more ways than one. All the more reason, therefore, for reform. The quality of Russian grain leaves nothing to be desired, and, if cleansed from all impurities and well assorted, will compare favourably with any other grain produced. Why, then, should it not receive the treatment it requires? The matter is simple enough.

Navigation: late arrivals of shipping.

Although the navigation was opened by the ice-breaker on March 1, it was not until some time after the prohibition of exports had been removed (June 9–21) that the arrivals of shipping really began.

Little animation.

Low freights.

And even then, and indeed right up to the end of the year, there was so little animation, owing to the very limited demand abroad for Russian grain, that freights fell to an absurdly low figure, and it not unfrequently happened that it was with difficulty that any offer at all could be obtained.

The following table shows the rates that were paid during the season :—

Month.	United Kingdom and Continent.				Mediterranean and Adriatic.	
	Per Ton.				Per Charge.	
	Orders.		Direct Ports and Berth.			
	From—	To—	From—	To—	From—	To—
	s. d.	*s. d.*	*s. d.*	*s. d.*	Fr. c.	Fr. c.
June and July	11 0	11 6	10 0	10 6	1 30	1 40
August	9 6	10 6	7 0	9 6	1 25	1 40
September and October	11 0	11 9	7 6	10 0	1 20	1 50
November	13 3	15 6	13 6	13 6	1 40	1 60
December	9 0	10 0	8 0	9 6	1 25	1 35

Shipping.

British shipping.

The total number of vessels of all nationalities entered and cleared at the port of Nicolaieff in 1892 was 154, of 196,172 registered tons, of which 120 were British steamers, of 160,068 tons. Of these 120 ships, 8 came with cargoes and 112 in ballast; 6 cleared in ballast, 34 with full cargoes, and 80 with part cargoes for other Russian ports.

Foreign shipping.

The tonnage of foreign shipping, as shown in Annex A, did not exceed 36,904 tons; less by 33,018 tons than in 1891.

Lighterage.

The rates for lighterage during the season varied between 24 c. and 35 c. per tchetvert.

Coasting trade.

The vessels engaged in the coasting trade brought to Nicolaieff during the year 55,900 tons of cargo, consisting principally of agricultural implements and machinery, cement (Russian), coal (Russian), colonials, grain, fish, and mineral oil, and took away 30,000 tons of bones, chalk, coal (Russian), flour, grain, iron, salt, sugar, &c.

Exports.

The value of the exports of 1892 was less by nearly 2,000,000*l.* than in 1891. Annex B gives the figures for each year.

Stocks.

The stock of grain in warehouse at the end of the year exceeded 500,000 quarters, and more than two-thirds of it was wheat.

Imports.

The imports again fell off in 1892. English coal and cement disappeared from the list, and both iron and steel, and iron and steel goods and machinery, showed a large decrease as compared with 1891.

Public works railway extension.

The railway extension, referred to in my last year's report, still remains in abeyance for want of funds.

Commercial port.

The commercial port is gradually assuming an appearance of order and completion. On the new quay a branch line of railway runs close to the water's edge, and other auxiliary lines are laid for the convenience of the port.

The harbour for coasting vessels is nearly finished; by the end of May it will be open to shipping. New harbour.

The western section of the new grain elevator is completed and in full working order, and the other building will be ready to receive grain soon after Easter. Grain elevator.

The deepening of the Ochakoff channel and other parts of the river is in serious contemplation, the necessity for this work having been strongly represented to the Minister of Ways and Communications. Ochakoff Bar. Deepening of channel contemplated.

Up to the present there has been no further move in the project for making tramways at Nicolaieff. Tramways.

The powers of the ice-breaker have been severely tested this winter. While the ice was still light, that is to say, not more than 7 or 8 inches thick, it worked pretty well, but afterwards, when the ice became heavier, it was totally unable to keep a channel open, so that, from the first week in January to the beginning of March, the port of Nicolaieff was practically closed. But, of course, a great deal must be put down to the extreme severity of the weather, the channel having frozen up as fast as it was cut. When the weather became milder a passage was made, and ships were able to get up to Nicolaieff. Ice-breaker.

The health of the town and neighbourhood during a greater part of the year was very good indeed. Influenza lurked about occasionally, and there were a few isolated cases of fever and small-pox, but nothing to create uneasiness. Even during the burning days of summer, right up to the middle of August, the usual summer complaints were exceedingly light in character; and as for the cholera, it still kept its distance, and seemed likely to do so. But suddenly an epidemic of choleraic character made its appearance—whence and how it came still remains a mystery—and before long it became painfully evident that immunity from the terrible scourge was at an end. Undoubtedly with some good intention, the true character of the outbreak was kept secret as long as possible, and, instead of Asiatic cholera, the epidemic was officially declared to be "acute catarrh of the intestines." Unfortunately, on the strength of this, the lower classes, for a long time, resented the interference of the authorities, and refused to take any precautions or to observe the simplest of the sanitary regulations, so that the epidemic had every opportunity of gaining ground, and it was unquestionably to this fact that the rapid spread of the disease and excessive mortality were largely due. Thanks, however, to the energetic measures that were eventually taken, by the end of September the daily bulletins were more reassuring, but it was not until the last days of November that the unwelcome visitor finally disappeared. Public health. Cholera: account of outbreak.

The total number of cases registered in the town and suburbs was 813; 398 of which were fatal. Number of cases.

In the immediate neighbourhood of Nicolaieff many villages also suffered severely, but by the prompt measures taken by the Governor of the province of Kherson, General Olive, who visited every affected spot at the commencement of the outbreak, and

personally organised the sanitary and medical arrangements, the progress of the pestilence was quickly arrested, and, before very long, the disease was stamped out.

Immunity of shipping.

One interesting fact in connection with the epidemic is worthy of notice. Of the foreign vessels which visited Nicolaieff between the middle of August and the end of November, and 78 of them were British steamers, I am not aware of any one of them having had a case of cholera on board, either during its stay in port or after its departure. Another thing, among the hundreds of labourers engaged in connection with the shipping, there does not appear to have been a single case of sickness. Possibly this was due to the liberal supply of boiled water for drinking purposes, which was provided at the port by the town authorities.

Silk-growing industry.

In a previous report reference was made to the culture of silk-worms and the production of silk in this district. It is now regarded as an established fact that silk can be produced in paying quantities, and with little or no difficulty, the climate being most favourable for the development of the worms, and there being an abundance of food for them in the plantations of mulberry trees to be found everywhere.

His Excellency the Governor of the town is taking the matter in hand most energetically, and the committee formed for the purpose of developing the industry undertake to supply silk-worm eggs to anyone who is willing to make a trial of silk farming; and they are also prepared to furnish any number of young mulberry trees at a nominal cost. Not long ago, at an exhibition of works of art in this town, particular attention was directed to a beautiful silk shawl, which had been sent for inspection as a specimen of the productions of this new industry, the shawl having been made by an aged person from silk grown and spun by herself.

Present condition of winter cereals.

According to the latest accounts from all parts of the country, the winter cereals are in very good condition, and, so far, promise well for the coming harvest.

Annex A.—Return of all Shipping at the Port of Nicolaieff during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	120	160,068	120	160,068
Norwegian	...	...	7	10,098	7	10,098
Danish	...	...	7	8,238	7	8,238
Austrian	...	...	4	4,408	4	4,408
Russian	...	...	3	4,224	3	4,224
Greek	3	1,416	2	2,080	5	3,496
German	...	...	2	2,628	2	2,628
French	...	...	3	2,504	3	2,504
Italian	...	...	1	1,190	1	1,190
Turkish	2	118	...	...	2	118
Total	5	1,534	149	195,438	154	196,972
,, for the year preceding ...	15	1,694	271	325,583	286	327,277

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	120	160,068	120	160,068
Norwegian	...	...	7	10,098	7	10,098
Danish	...	...	7	8,238	7	8,238
Austrian	...	...	4	4,408	4	4,408
Russian	...	...	3	4,224	3	4,224
Greek	3	1,416	2	2,080	5	3,496
German	...	...	2	2,628	2	2,628
French	...	...	3	2,504	3	2,504
Italian	...	...	1	1,190	1	1,190
Turkish	2	118	...	...	2	118
Total	5	1,534	149	195,438	154	196,972
,, for the year preceding ...	15	1,694	271	325,583	286	327,277

Annex B.—RETURN of the Principal Articles of Export from the Port of Nicolaieff during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	144,515	860,153	294,334	2,013,290
Barley	111,714	380,945	88,649	416,552
Rye	9,181	43,258	95,126	540,158
Linseed	2,724	23,640	10,506	92,001
Oats	1,550	6,720	10,522	48,779
Rape and colza	1,000	4,200	2,000	9,978
Sugar	1,260	27,340	686	14,646
Flour	181	2,810	461	5,713
Other articles (including 15,700 sheep in 1892)	..	20,029	..	5,128
Total	..	1,369,095	..	3,146,245

RETURN of the Principal Articles of Import to Nicolaieff during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Cement	..	..	..	2,041
Coals	..	..	1,885	1,790
Firebricks	2,095	4,083	3,661	3,631
Iron and steel	17	205	879	7,898
Iron and steel goods and machinery, including cutlery and tools	380	12,290	3,358	101,740
Pig-iron and spiegeleisen	3,772	12,897	2,000	11,160
Sundries	..	22,697	..	9,876
Total	..	52,172	..	138,136

SEVASTOPOL.

Mr. Vice-Consul Murray reports as follows:—

General Retrospect of the past Year.

General remarks.

Commerce at Sevastopol in the year 1892 reached a lower mark than had been the case for many years. The exports, from which alone a true idea of the state of commerce may be obtained here, as the imports consist almost entirely of shipbuilding material, show a very large falling-off even from the very low figure of 1891, whilst they are only about a quarter of those of years previous to 1890, when the great failure of the harvest occurred, which was the cause of the prohibition the following year.

The imports show an increase which, however, is entirely due to shipbuilding and buying activity on the part of the Government and of the Russian Steam Navigation Company, and are not, therefore, a fair indication of general commercial prosperity.

The diminution in the quantities exported, and consequently in the number of ships visiting the port, was due, in the first part of the year, to the prohibition of grain export, and later to the fact that the export of grain is taking a long time to recover from the check given it by the prohibition, for although the outbreak of cholera in the South of Russia in the summer of 1892, and the consequent quarantine restrictions, undoubtedly tended to further hinder the export of grain, yet the chief cause of the falling-off was the prohibition and its after effects.

The following figures speak for themselves. The total exports from Sevastopol during the last 5 years were—

Year.	Quantity Exported.	Remarks.
	Tons.	
1888	540,821	
1889	443,244	
1890	220,556	Harvest failed.
1891	211,613	Export prohibited.
1892	147,891	

Shipping.

Shipping. The number of ships, as may be expected from the falling-off in the exports, shows a considerable diminution from previous years. British ships were, as usual, in a large majority, but roughly speaking the difference may be taken to be that in 1892 40 less steamers visited the port, 65,000 tons less were exported, and the value of the exports was nearly 700,000*l.* less than in 1891.

Exports.

Exports: Grain. The exports from Sevastopol consist almost entirely of grain, and it will be noticed in Annex B that the exports of wheat and rye have largely decreased, especially the latter, the export of which has almost ceased, whilst on the other hand more barley was exported than in 1891.

There is plenty of grain up country, but hardly any is being sold or exported, as owners are unwilling to sell, except at very high prices, until the prospect of this year's harvest is known. Up till now it is impossible to say with any certainty what the harvest of 1893 will be, but the reports are generally favourable, as, in spite of the very severe winter, the ground was plentifully covered with snow during the hard frosts.

Cattle. Amongst miscellaneous exports 2,600 sheep, 180 cattle, and 107 horses were sent to Constantinople, and about 2,500 sheep to Marseilles.

Salt. Only 4,980 tons of salt were shipped at Sevastopol in 1892, as against 10,150 tons in 1891, which, however, is ascribable to no particular cause. As usual, all of it went to the North of Russia, to Reval and Riga, it is accordingly shown separately in the table of exports.

Imports.

Imports: Coal. The importation of coal from England, which had been steadily declining since the raising of the duty, which now comes

to about 8*s.* per ton, has entirely ceased, and Russian coal is being used exclusively for all purposes.

Iron and steel.

The import of iron and steel show a very large increase from England, Sweden, and Belgium, as considerable quantities of armour-plates and machinery were imported for the Government and the Russian Steam Navigation Company's shipbuilding yards.

Other imports.

Other imports showed little change, and call for no explanation.

Removal of Commercial Port to Theodosia.

Removal of commercial port to Theodosia.

The long-threatened removal of the commercial port from Sevastopol to Theodosia has now been put off to the spring of 1895, and hopes are entertained that a further respite may be given, or even, the port of Theodosia having been closed by ice this winter and Sevastopol alone having remained open, that, although Theodosia will be the official commercial port, commerce will also be permitted at Sevastopol. All this uncertainty cannot, however, but have a very unfavourable effect on commercial undertakings and the development of the town.

Annex A.—Return of all Shipping at the Port of Sevastopol during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	75	96,524	75	96,524
Russian	1	80	45	44,500	46	44,580
Norwegian	...	...	13	16,136	13	16,136
Danish	...	...	12	14,726	12	14,726
Greek	10	2,621	3	2,374	13	4,995
German	...	...	4	3,126	4	3,126
Italian	...	...	2	2,380	2	2,380
Turkish	19	794	...	...	19	794
Other countries ...	1	232	2	2,018	3	2,250
Total	31	3,727	156	181,784	187	185,511
,, for the year preceding ...	30	7,834	197	227,104	227	234,938

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	74	94,719	74	94,710
Russian	...	...	46	45,006	46	45,006
Norwegian	...	...	13	16,136	13	16,136
Danish	...	...	12	14,726	12	14,726
Greek	9	2,573	3	2,374	12	4,947
German	...	...	4	3,126	4	3,126
Italian	...	...	2	2,380	2	2,380
Turkish	19	794	...	...	19	794
Other countries ...	1	232	2	2,018	3	2,250
Total	29	3,599	156	180,485	185	184,084
,, for the year preceding ...	30	7,834	195	226,221	225	234,055

Annex B.—RETURN showing the Principal Articles of Export from Sevastopol during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Wheat	108,152	599,231	133,432	919,902
Rye	1,689	7,350	31,698	197,151
Barley	27,746	100,746	20,469	76,390
Oats	2,263	8,679	9,062	39,450
Linseed	1,555	12,891	4,615	31,710
Rapeseed	3,386	14,056	1,285	5,244
Maize	..	..	..	..
Flour	2,428	24,622	9,784	91,284
Oilcake	672	1,536	353	872
Other articles	..	6,135	915	2,845
Total	147,891	775,246	211,613	1,364,848
Salt	4,980	3,477	10,150	10,732
Grand total	152,871	778,723	221,763	1,375,580

RETURN of the Principal Articles of Import from Sevastopol during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Coal	..	..	4,815	7,170
Iron, machinery, and manufactured goods ..	2,401	186,163	862	74,537
Fruit	358	4,403	661	9,109
Firebricks	1,083	2,917	..	..
Other articles	Unknown.	64,481	2,062	58,924
Total	3,842	257,964	8,400	149,740

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Sevastopol from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	247,816	505,834	160,797	108,460
France	193,600	335,082	1,521	2,902
Italy	175,740	140,659	..	825
Holland..	42,581	101,728	..	..
Turkey	32,287	103,290	16,333	20,153
Norway and Sweden ..	41,516	53,088	40,300	..
Germany	560	15,827	40	136
Egypt	6,160	11,332	167	..
Belgium	17,020	7,060	34,200	10,245
Greece	2,335	3,052	870	587
Other countries ..	15,631	84,896	8,736	6,432
Total	775,246	1,364,848	257,964	149,740

KIEFF.

Mr. Vice-Consul Smith reports as follows:—

General remarks.

The year 1892 was a black one in the calendar of Russia. The first half had to contend against the effects of the bad harvest of 1891, while the second six months had a still worse scourge in the cholera.

Although the harvest of 1892, on the whole, was an average one, there are districts where it was a total failure, and in the government of Poltava, for example, great suffering exists at the present time, there being neither food for man nor fodder for beast.

Cholera.

When, therefore, it was announced that cholera had appeared in the Caucasus, it was at once seen that the immense sums advanced to relieve the wants of sufferers from famine would require to be considerably added to in order to combat the ravages of the cholera. To the credit of the Government, it must be said that they spared neither energy nor money in doing everything possible to keep cholera at arm's length.

Unfortunately, the common people looked upon the various precautions adopted to ensure cleanliness as encroaching upon their rights, and in many cases obstructed the medical officers in the execution of their duty, while, again, they did their best to foster the disease by abstaining from giving information until whole villages had been infected. There can be no doubt that the cholera greatly interfered with trade, as those living in the towns were frightened to go into the country, whilst those in the country refrained from visiting the towns, through fear of being struck down by this dreadful disease.

The first case in Kieff was reported on August 15/27, the victim being one of the many pilgrims who annually visit Kieff on that date.

The Governor of Kieff had suggested to the Metropolitan the desirability of forbidding the pilgrims to enter the Lavra Monastery on that day, on the ground that, as thousands of them had passed through infected districts, they were sure to bring the disease along with them. The Metropolitan did not see his way to prohibit the pilgrims entering the Monastery, and, as was expected, the first case occurred on the very day of this great pilgrimage. It is certainly singular that the authorities did not consider it necessary to cut off the entry of pilgrims by a military cordon posted outside the city boundaries, as was done during previous visitations of cholera, a much more effectual preventive than any Metropolitan's prohibition.

In the course of the next few days after the first case occurred (on August 15/27), the epidemic had spread over the whole city, and although the number of cases is officially given as 1,940—of which 663 proved fatal—one is inclined to consider this number as being greatly understated.

The authorities lost no time in preparing temporary hospitals, and expended the sum of 27,997 r. (2,799*l.*) in connection with the epidemic.

Exchange.

The rate of exchange was not subject to any appreciable fluctuation during the year 1892. During January the 1*l.* ranged from 10 r. 13 c. to 10 r. 22 c., and by end of February 9 r. 76 c. was quoted, and this rate, with slight variations, was maintained until the end of April, when 9 r. 45 c. was quoted. By the middle of June, owing to rumours of harvest turning out a failure, the rate receded to 10 r. 15 c., but by the end of July it had improved, and 9 r. 64 c. was quoted. A slight drop took place during the next three months until 10 r. 25 c. was reached in October, which was more or less maintained until the end of November, when 9 r. 98 c. was quoted, and the year closed with a rate of 9 r. 86 c. to the 1*l.*

Operations on Kieff Exchange.

According to the committee's report, the following business was transacted on Exchange during 1891–92 :—

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar, raw	Tons ...	222,521	5,472,259	359,577	9,409,500
,, refined	,, ...	143	4,860	1,129	44,800
Spirits	Degrees ...	11,600,000	23,715	6,700,000	10,646
Syrup	Tons ...	40,242	50,785	15,484	32,100
Wheat	,, ...	213,650	148,707	448,400	244,219
Rye	,, ...	15,238	103,761	22,194	124,245
Oats	,, ...	1,430	6,000	6,532	28,662
Maize, millet, &c.	,, ...	1,200	6,458	2,300	5,220
Barley	,, ...	...	...	323	1,460
Flax, rape, and other oil seeds ...	,, ...	...	...	3,035	26,252
Shares, &c.	...	...	110,079	...	2,639,944
Total	...	...	5,926,624	...	12,567,048

Census of Podolia government.

The number of inhabitants in the government of Podolia is now officially given as 2,661,613, of which 1,323,307 are males, and 1,338,306 are females. Of this number there are :—

	Percentage.
Belonging to Greek Church	77·8
Dissenting from „	0·6
Catholic	8·1
Lutheran	0·1
Jews	13·4

There are 72 persons to each square verst, which equals one-seventh of a square mile.

Minerals in government of Podolia.

The following are particulars of minerals produced in this government, with number of people employed in production of same :—

Description.		Quantity.	Number of Workmen Employed.
Phosphates	Poods.. ..	104,632	704
	Tons	1,688	
Gypsum	Poods.. ..	48,400	70
	Tons	781	
Mill stones	Pairs	479	51
Granite	Cubic yards ..	101,998	189
Lime	„ ..	93,652	1,623
Fire-clay bricks..	Number ..	481,000	108

Railway receipts.

The year 1892 shows a considerable falling-off, when compared with any of the last five years, as shown by the following table :—

Year.	Quantity.	
	Currency.	Sterling.
	Roubles.	£
1888	33,103,652	3,310,365
1889	28,670,459	2,867,045
1890	27,569,513	2,756,951
1891	30,268,700	3,026,870
1892	26,297,511	2,629,751

This result is not due to any decrease in goods carried; on the contrary, there was a large increase in goods traffic in transporting grain to famine-stricken districts, but at an immense reduction from ordinary rates.

Owing to the high price of grain being against the production of spirits, more attention is being paid to distillation of spirit from potatoes, 1892 showing a considerable increase when compared with 1891 :— Acreage of potatoes for distillation of spirit.

Towns.	Acres Planted.		Harvest Per Acre	
	1891.	1892.	1891.	1892.
	Number.	Number.	Cwts.	Cwts.
Volhynia	11,990	14,426	55	82½
Kieff	2,778	3,597	75	75¾
Podolia	3,115	4,458	52	65

On the whole, the cultivation of potatoes is more general than formerly, the cultivation costs much less than that of beetroot, and, in addition to so much being required for distillation, there is a large demand in Southern Russia for domestic purposes.

In 1891, 820,152 vedros, or 2,050,380 gallons, were produced, while in 1892 687,385 vedros, or 1,718,462 gallons were produced, and this difference is no doubt due to increase of distillation from potatoes. Quantity of grain spirit produced in Southern Russia.

So much has been said as to the consumption of spirits among the Russian people that the following statistics may be of interest. Taking the five years 1886 to 1890 we find that the average yearly consumption of undiluted spirits in undernoted governments is as follows :— Consumption of spirits in Southern Russia.

Towns.	Quantity.	
	Vedros.	Gallons.
Volhynia	1,721,623	4,304,057
Kieff	2,560,243	6,400,608
Podolia	2,209,520	5,523,800

In order to find out who are the real users of "vodki," the following figures have been compiled. Of the inhabitants of European Russia there are—

	Per Cent.
Males—	
Up to 7 years of age	20·5
From 7 to 14 years of age	15·8
14 „ 18 „	8·3
18 „ 60 „	50·2
Over 60 years of age	5·2
Females—	
Up to 7 years of age	19·9
From 7 to 16 years of age	19·9
16 „ 55 „	49·8
Over 55 years of age	10·7

And it has been pronounced that the habitual drinkers are males, from 18 to 60, but for argument's sake, those from 14 to 18 and all over 60 are included. In other words, all males, with the exception of those under 14.

In these governments we have male "vodki" drinkers as follows:—

Towns.	Number.	Gallons per Head.	Gallons per Head of Total Population.
Volhynia	756,760	5·68	2·09
Kieff	966,970	6·61	2·07
Podolia	784,780	7·04	2·08

The deaths from drunkenness show a far larger percentage in towns than in villages, the figures being per 10,000 inhabitants:—

	Males.	Females.
Towns—	Per Cent.	Per Cent.
Volhynia	8·1	7·2
Kieff	33·8	10·9
Podolia	6·7	..
Rural—		
Volhynia	5·1	0·9
Kieff	5·7	1·1
Podolia	6·9	0·7

Navigation on River Dnieper.

During the navigable period from April till November 2,652 river vessels and 736 rafts, carrying 21,456,029 poods, or 346,065 tons, loaded or discharged goods at the Kieff River port.

Sugar.

The accompanying annexes A and B give particulars of the sugar industry.

The average price upon the Kieff market for 1892 was about 4 r. 80 c. per pood (29*l.* 15*s.* per ton), with delivery at nearest station, while the average price for the same class of sugar upon the London market was 15*l.* per ton.

Of the 224 factories in Russia, 204 producing 23,798,396 poods, or 383,845 tons, are parties to the "ring or syndicate" referred to in the previous reports, while 20 factories producing 1,821,960 poods, or 29,387 tons, do not participate in it. In my report for 1891 mention was made of the syndicate having decided at the annual meeting to export 3 per cent. more than the quantity stipulated (79,839 tons), in view of the famine-stricken districts not being likely to consume any sugar in 1892.

Whether this extra exportation, or the expected total failure of the 1892 crop of beetroot, caused the price of sugar to advance, certain it is that in July the Kieff Exchange witnessed the maddest speculation the trade has ever known, and small fortunes were realised in the course of a few days. In order to

prevent a repetition of such speculation, the Government has issued a ukase that when the price of sugar is quoted in this district at 5 r. 20 c. per pood, or 32*l.* 5*s.* per ton, the St. Petersburg International Bank (Kieff Branch) is empowered to purchase and deliver at Kieff Station foreign-made crystal sugar at above price, and should cost of same, plus duty, amount to more than 5 r. 20 c. per pood, or 32*l.* 5*s.* per ton, the difference in price will be borne by the Imperial Treasury. Keeping in view the price fixed by the "syndicate" in 1886, at which exportation was to cease and foreign-made sugar to be imported, viz., 4 r. 50 c. per pood, or 27*l.* per ton, it seems singular that the Government, while refusing to sanction the continuation of the syndicate beyond the original term (autumn, 1893), as mentioned in my report for 1891, has actually prolonged its existence for an indefinite period, and, in addition, raised the price to 5 r. 20 c. per pood, or an advance of 70 c. per pood (4*l.* 7*s.* per ton), so that the continuation of the abnormal price of sugar upon the home market is assured, without the necessity of formally prolonging the syndicate.

Cost of production of sugar.

According to official figures the cost of production of sugar ranges from 2 r. 15 c. per pood (13*l.* 7*s.* per ton) to 3 r. 28 c. per pood (20*l.* 6*s.* per ton), exclusive of excise, the average for this district being as follows:—

District.	Price—	
	Per Pood.	Per Ton.
	Roubles c.	£ *s.* *d.*
Kieff government	2 39	14 16 0
Volhynia	2 32	14 7 0
Podolia	2 60	16 2 0

Excise duty on sugar to be raised.

From September 1, 1894, all sugar—crystal or refined—is to pay excise duty of 1 r. 75 c. per pood, or 10*l.* 17*s.* per ton, instead of, as at present, 1 r. and 1 r. 40 c. per pood respectively. In addition, all refiners will have to pay a license at the rate of 5 r., or 10*s.*, for every 1,000 poods (16 tons) refined.

Proposed direct telegraphic line between St. Petersburg and Kieff.

Negotiations are proceeding for the construction of a direct telegraphic line between St. Petersburg and Kieff, and for this purpose a new line between St. Petersburg and Smolensk of 851 versts (568 miles) will require to be laid down, the cost of which is estimated at 54,000 r. (5,400*l.*).

Public works.

Of the three projects mentioned in my previous reports, two have become accomplished facts, viz., tramways and electric lighting of principal streets, while the third—the drainage of the town—is now assured, and work is to be commenced as soon as spring weather sets in. Tramway lines may be said to connect all quarters of the town, and, owing to the hilly nature of Kieff, it has been found necessary to adopt steam and electric motive-

power upon certain sections, leaving the more level lying lines for horse traction. The steam motors were supplied by the Colomna Works near Moscow, and if they are not powerful enough, and are unfit for ascending the steep inclines, they have the advantage of being cheap, and of inland manufacture.

The electrically-worked line is worthy of being described, not only owing to its being the first of its kind in Russia, but owing to there not being many such lines in Europe. The line connects the low-lying part, Podol, with the principal street, there being a steep incline of 175 feet in a distance of 816 yards.

At the commencement of the incline the electrical station is built, containing two dynamo machines, driven by two separate gas engines, each of 60 effective horse-power, made by Otto, of Deutz. From the station there are two lines of wire, one insulated and the other not. This latter is carried by poles, at a height of 21 feet above the line of rails, and a steel rod carried on top of the car connects the same to the electric motor fixed on the axles of each car. Each car carries 40 passengers, and such is the popularity of the line since its opening in May, 1892, that it is difficult to find room either to sit or stand. The whole electric plant was supplied by a firm in Berlin. The cars were made in Colomna Works.

Electric lighting.

The principal street of Kieff is fairly well lit by the electric light, each lamp being fixed on a wooden pole, placed in the centre of the street between the double line of tramways. The theatres, many of the principal shops, and private houses are also supplied by the company possessing the contract for street lighting. On account of the high rates charged by the company there is a steady increase of private installations.

Drainage.

It is satisfactory to report that the wealthy citizens of Kieff have at last subscribed the necessary capital to carry on this scheme, and a company has been formed, which has taken over the rights of Mr. Balkin, who secured the concession, and the work will be carried on under that gentleman's superintendence. A commencement has already been made, and by the end of the present year a considerable amount of work is expected to be finished. The system adopted is known as the "Shone system," the same as adopted at the World's Show in Chicago, and pipes ranging from 6 inches to 18 inches in diameter will be used.

Annex A.—TABLE showing Quantity of Sugar Manufactured by the 224 Factories having their Headquarters in Kieff, or belonging to the Kieff Association of Sugar Manufacturers, and Disposition of same, for the Seasons 1891–92 and 1892–93.

	Quantity.			
	1891–92.		1892–93.	
	Tons.	Tons.	Tons.	Tons.
Stock on hand	60,154		21,553	
Imported during year	80		..	
Manufactured	466,878		370,931	
		527,112		392,484
Home consumption	395,602			
Exported to Europe	91,397			
„ Asia..	18,560			
		505,589		
Stock on hand in December ..	..	21,553		

	1891–92.		1892–93.	
	Quantity.	Area.	Quantity.	Area.
	Tons.	Acres.	Tons.	Acres.
Quantity of beetroot used in manufacture	4,867,434	..	3,603,090	..
Acreage represented by above quantity of beetroot	..	741,384	..	702,377

NOTE.—As the quantity manufactured during the 1892–93 "campaign" is considerably under what is required for inland consumption, a considerable quantity of sugar will have to be imported to supply same, as well as the requirements of Asiatic Russia.

Annex B.—TABLE showing Quantity of Sugar Exported by the 224 Factories having their Headquarters in Kieff, or belonging to the Kieff Association of Sugar Manufacturers.

	Quantity Exported.	Value.	Price per Ton on Kieff Market.
	Tons.	£	£ s. d.
1890, from campaign 1889–90	21,282	495,896	23 0 0
1891, „ 1890–91	70,725	2,222,534	31 8 6
1892, „ 1891–92	109,957	3,271,221	29 15 0

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1893.

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No. 1234.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

RUSSIA.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF TAGANROG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1042.

Presented to both Houses of Parliament by Command of Her Majesty, JUNE, 1893.

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1226.	Madeira	5½d.
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RUSSIA.

TAGANROG.

Consul Talbot to the Earl of Rosebery.

My Lord, *Taganrog, April* 15, 1893.

I HEREWITH have the honour to transmit to your Lordship my Annual Report on the Trade and Commerce of this Consular District for the year 1892, together with Reports from the Vice-Consuls at Kertch, Berdiansk, and Rostov-on-Don on the Trade and Commerce of their respective Districts during the same period.

I have, &c.
(Signed) C. A. P. TALBOT.

Report on the Trade and Commerce, &c., of the Consular District of Taganrog for the Year 1892.

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Trade and commerce.

The trade and commerce of Taganrog and Rostov-on-Don for the year 1892 cannot be fairly compared with that of former years. The exportation of grain being the main trade of both places, business naturally could not commence before the prohibition on the exportation of grain had been raised, except

for the purposes of the famine-stricken provinces. This took place on June 21 for all cereals except rye and rye-flour, and for these latter on August 23, so that during the whole of the spring no business was done whatever. As a proof of this I may mention that in the two previous years, 1890–91, neither of them particularly good ones for business, 207 and 164 British steamers had arrived here, respectively, by July 1. Last year there were only 12.

Considering that the navigation closed at the end of November, it left only five months for the shipment of wheat, barley, &c., and only three months for that of rye. It would, therefore, have been expected that on these prohibitions being raised there would have been a great rush of business to ship as much grain as possible during the limited period available, but, unfortunately, such was not the case. The prices ruling in England and on the Continent were so low that, on the contrary, not much business could be carried on, which fulfils exactly what I said in my report of last year, that I doubted if the raising of the prohibition on exportation would cause any revival of business, as ruling prices for grain were so low. The fact of the cholera epidemic prevailing in the Taganrog district from June 18 till November 21, also militated greatly against the trade of Taganrog and Rostov-on-Don during the past year. So taking into consideration what obstacles there have been to trade at these places during the year 1892, it is not to be wondered at that not much was done.

Stocks.

The stocks of grain at Taganrog, Rostov, and other small ports which ship on board vessels lying in the Taganrog roadstead, may be computed as follows, on February 1–13, 1893:—

Articles.	Quantity.
	Quarters.
Hard wheat	241,200
Ghirka	129,600
Azima	324,000
Rye	92,000
Barley	553,125
Oats	7,350
Linseed	680
Rapeseed	10,200
Maize	1,080

On February 1–13 there were also about 50,000 sacks, of about 180 lbs. each, of flour in store at Rostov, and this quantity, which by the opening of the navigation would reach 80,000 sacks, would be principally shipped off to the Caucasian ports.

Exports.

The exports during 1892 from Taganrog and Rostov-on-Don naturally show a falling-off on being compared with the previous year, but taking into consideration that the exporting season

was of such a short duration, the decline is not so considerable as might have been expected.

The total value of the export was 3,410,615*l.*, as against 6,012,986*l.*, or a decrease of 2,602,371*l.* in 1892. This is partly owing to the great fall in prices of grain during 1892. In volume, however, the returns do not show such a large decrease. The grain and seed shipments were 2,660,020 quarters in 1892 and 4,080,910 quarters in 1891, a difference in favour of 1891 of 1,420,890 quarters. This decrease is principally contributed to by rye, the export of which has fallen off 1,040,785 quarters; wheat follows with about 550,000 quarters; linseed, about 37,000 quarters; and oats, about 72,000 quarters. Barley and rapeseed on the other hand show an increase of 205,750 quarters and 6,790 quarters respectively. All the other goods, with the exception of oilcake, the shipments of which have been trebled, show a decrease both in quantity and value on being compared with 1891.

Imports.

On referring to Annex B, it will be seen that imports again show a decline in quantity, but owing to the enhanced value of fruit and other goods during the past season, the total value was about 200*l.* in excess of that of the previous year, being 339,064*l.* and 338,868*l.* respectively. Carobs show an increase of 1,166 tons and 14,307*l.*; fresh fruit of only 24 tons, but 18,251*l.* in value; halva, 177 tons and 5,591*l.*; ironware, 94 tons and 3,183*l.*; and olives, 204 tons and 8,743*l.* The remaining articles, on the other hand, showing a falling-off:—Dried fruits, 94 tons and 9,648*l.* value; nuts, 74 tons and 1,126*l.*; olive oil, 248 tons and 20,043*l.*; wine 102 tons and 14,585*l.*; tea, 27,480 lbs. and 5,837*l.*; and tobacco, 14,200 lbs. and 3,437*l.* in value.

Machinery shows a decrease of 53 tons in the quantity, but an increase of 2,484*l.* in the value.

Taganrog is rapidly losing its importance as one of the principal importing centres of South Russia, and the days when it used to supply most of the inland towns, including Moscow, with foreign produce are fast drawing to a close.

Another cause of the fall of imports is that the New Russia Company's Works, situated at Hughesovka, no longer receive their machinery, &c., through Taganrog, having found it more convenient and less expensive to do so viâ Mariupol.

Exchange.

The exchange during the past year did not fluctuate to any great extent, having varied from 9 r. 38 c. to 10 r. 17 c. per pound sterling. In January the average exchange was 10 r. 13½ c., and during subsequent months the rouble gradually rose in value until May, when the quotation for 3 months' bills stood at 9 r. 42½ c. per pound sterling. The following 4 months were more or less quiet, exchange fluctuating between 9 r. 79 c. and 9 r. 90 c. In October the average rate was 10 r. 1½ c., which in November rose to 10 r. 5½ c., falling again in December to 9 r. 89 c. The average exchange for the year may be taken at 9 r. 85 c., and on this rate the different calculations in this Report have been based.

Shipping and navigation.

The navigation was officially declared open on March 13-25, but no steamers anchored in the roadstead till April 5, and the flag at the custom-house was hauled down for the winter on November 15–27, the notice that the navigation was officially closed. The period of open water was there from 8 months and 2 days.

Lightships.

No complaints were received this year either as regards the mooring or removal of the lightships at the roadstead.

Collisions.

Only one collision took place during the season, which occurred between the British ss. "Alhena," and the Austrian ss. "Dorotea." The former was lying at anchor in the roadstead taking in cargo, and at about 2 a.m. on the morning of November 6, the latter steaming slowly to take up her moorings, it being foggy at the time, ran into the port quarter of the ss. "Alhena," doing considerable damage to her plates, &c. The damage was estimated by Lloyd's surveyor at 2,000*l.* The case was brought before the Taganrog Commercial Court, and judgment was given against the Austrian steamer for that amount.

British shipping. Entered.

For various reasons which have been dealt with elsewhere already, the number of British steamers entered and cleared at this port during 1892 cannot be compared with those of former years. Up to July 1 only 12 steamers had arrived, and the total number was only 167, with an aggregate tonnage of 187,718 tons net register. Nine British steamers arrived with cargoes; four direct from the United Kingdom, carrying 4,279 tons, representing a value of 28,620*l.*; two steamers from Italy of total tonnage 1,552 tons, value of cargoes, 23,523*l.*; and three from Russian ports, of 3,807 tons burthen, and their cargoes valued at 23,184*l.* In ballast a total of 158 steamers were entered, of which 78, of 89,194 tons, arrived from Italy, 18 from Turkey, of 20,932 total tons, 16 from France, 7,382 tons, and the balance of 37 steamers, of 41,005 tons aggregate, were entered from other countries.

Cleared.

During the year, 167 British steam vessels cleared from Taganrog with cargoes valued at 1,946,248*l.*; of the above number 92 cleared direct for the United Kingdom, or to Gibraltar or Malta for orders, with cargoes valued at 1,030,429*l.* Of the remainder, 24 cleared for Russian ports, cargoes valued at 274,462*l.*; to Italy 21, value of cargoes 281,551*l*; and to France 13 steamers, with cargoes valued at 194,739*l.* The balance of the steamers sailed for other countries, their cargoes representing 165,067*l.* Only four steamers cleared in ballast, one each to Bulgaria, Roumania, a Russian port, and Turkey.

Foreign shipping.

As compared with 1891 foreign shipping shows a falling off, for the same reasons which affected British shipping. A decrease of 55 sailing vessels and 8 steamers having occurred, and of 12,996 aggregate tonnage. Greece, as usual, heads the list with 193 sailing vessels, of 58,721 tons, and 66 steamers, of 55,573 tons, two more than last year. Italy, as is also generally the case, follows with 4 sailing vessels and 28 steamers, with a

total of 20,810 tons. 35 sailing vessels and 33 steamers belonged to Norway, Austria, Turkey, and other countries.

As regards foreign shipping, I may here remark that as far as the Mediterranean carrying trade is concerned, the Taganrog merchants are favouring Greek steamers more and more every year. The Greek owners appear to be able to work their vessels more economically. The wages of the seamen and other expenses are very considerably less than those ruling in British steamers; therefore, they are enabled to accept rates of freight which would be impossible for British shipowners. Several of the Greek steamers are old British ones bought by Greeks and put under the Greek flag, but I understand that a number of steamers for this trade are being built abroad.

Total British and foreign.

The total tonnage, British and foreign shipping, amounted to 355,460 tons in 1892, as against 501,422 tons in 1891, or a decrease of 145,962 tons, and a total of 525 vessels in 1892, against 723 vessels in 1891, a decrease of 198 vessels.

British shipping comes first in the list with 52·8 per cent. of the total shipping, a falling off of nearly 12 per cent. as compared with last year. The Greek flag follows next with 32·1 per cent., a corresponding increase of rather more than 11 per cent. The remaining 15·1 per cent. was contributed to by the flags of other nations.

Freights.

Owing to the prohibition of exportations during the spring of the year there was little or nothing done in freights, as the amount of linseed and rapeseed in stock was so small that only one or two steamers arrived in these waters. The little quantity shipped was despatched at rates of 8*s.* 6*d.* to 9*s.*, but in one case as high as 11*s.* 6*d.* was reached for the United Kingdom and Continent. Things, however, took a turn for the better about the month of June when the prohibition was raised, and thus vessels which happened to be in the roads obtained 13*s.*, whilst those to arrive were quoted at 12*s.* and 12*s.* 6*d.*, and for the Mediterranean 14 fr. was done for Marseilles direct. These rates continued with very little variation up to the end of the month. In July, however, the demand again fell off, and there was little or nothing done for the United Kingdom, and freights dropped as low as 8*s.* 6*d.* for large steamers, with option of completing at Novorossisk, whilst the small ones were fixed at 9*s.* 6*d.* and 10*s.* For the Mediterranean the demand still continued owing to the failure of the crops in Italy, and in proportion the rates paid, 12 fr. to 12 fr. 50 c., were far better than those for the United Kingdom, a good amount of business being done, principally in Greek vessels, merchants giving them the preference owing to the facilities afforded by the owners. This state of affairs continued until about the month of October, when a slight improvement took place and freights rose to their highest, viz., 10*s.* 6*d.* for parcels to the United Kingdom and Continent, whilst boats were quoted and done at 16*s.* 6*d.* and 17*s.*, with rates for the Mediterranean at 15 fr. 50 c. to 16 fr., the highest figure being paid in this direction was 16 fr. 50 c.

In November rates again slackened a little, and small vessels for the United Kingdom were done at 15*s.* 3*d.* to 15*s.* 6*d.*, whilst berth steamers for London, Hull, Rotterdam, and Antwerp were being given out at 15*s.* 6*d.* to 16*s.*, the quotation for Italy remaining firm at 16 fr. and 16 fr. 50 c., one very small steamer being fixed at 17 fr., which cannot, however, be taken as any criterion, the merchants being forced to ship within a given date. This state of affairs lasted until the closing of our navigation, which took place on November 15–27.

During the winter freights for first open water were 14*s.* for the United Kingdom, but they subsequently fell to 12*s.* 6*d.* and 12*s.*, and a few steamers have been taken up at these rates.

Lighters and steam barges.

Owing to the total absence of work during the first half of the season, the bulk of the lighters and steam barges were laid up. Only a few were chartered to load coal for the Black Sea ports, and others succeeded in picking up occasional cargoes. The rates of freight, however, were so low as to leave a very small margin of profit, and in some cases even a loss.

On the removal of the prohibition on exports of grain in June hopes were entertained that the demand for steam barges would be great, but they were not realised, and the current rates for the whole of the season from Taganrog and Rostov may be set down as 20 c. to 30 c. per tchetvert (2*s.* 9*d.* to 4*s.* per ton) for steam barges and 10 c. to 15 c. (1*s.* 5*d.* to 2*s.* per ton) for sailing lighters. Towards the end of the season a few barges succeeded in getting 40 c. to 50 c. (5*s.* 6*d.* to 6*s.* 9*d.*), but they were rare.

The sailing lighters are being replaced by steam barges, and the few of the former still in existence are mostly old and obsolete.

Industries: Agriculture.

The crisis in agriculture shows no sign of abating, and the landowners find it more difficult every year to work their estates profitably. The result of this is that land is rapidly changing hands, passing from landed proprietors to the peasants, who are able to work the land more economically. Thus, during the last few years, it is remarked that about 50 per cent. of the land in the Don Cossack territory has been transferred in this manner, and the bulk of it to German colonists, who appear to be doing well, and continue to increase their holdings. This may also be applicable to most of the provinces in this part of Russia.

Harvest 1892.

As stated in a separate Report (Annual Series, No. 1155), the harvest in 1892 in this consular district gave a better result than that of the previous year, but still the yield was much below the average, and in several provinces, notably Voronej, relief had again to be afforded to the peasants, and large quantities of grain destined for these provinces were bought up in the Caucasus by the representatives of the different Zemstvos.

The weather, on the whole, was unfavourable to the crops, in some provinces being much too hot, and accompanied by drought, the young plants were consequently burnt up; in

others, the weather was satisfactory during the early part of the season, but at the end, when harvesting operations had commenced, it came on to rain, and the grain which was already cut became discoloured and deteriorated greatly in quality.

Winter sowings. The winter-sown grain was a complete failure in the Voronej government, and the crop was practically lost in the provinces of Ekaterinoslav, Saratov, Astrakan, and Don Cossack territory. In the remaining provinces the crop was satisfactory.

Spring sowings. The spring sowings turned out somewhat better, although the results were below the average in the Saratov and Astrakan provinces and Don Cossack territory. The government of Voronej fared no better in this class of grain, and the yield was also very bad.

Winter sowings, 1892-93. Owing to the unfavourable weather prevailing during the autumn and the total absence of rain, only a limited number risked sowing winter wheat and rye, and the area under cultivation is considerably curtailed, especially in the northern Caucasian provinces, where a marked decrease is perceptible.

The aspects up to the first half of February were very good, the ground being well covered with snow; since that date, however, owing to the snow having completely thawed, and the subsequent sharp frosts, prospects are not so bright, and fears are entertained that the young plants may be damaged. Sowings of spring grain in these parts commenced about March 10, and it is expected those of barley will be very large, in order to make up for the restrictions in the autumn sowings.

Hay. The hay crop was very uneven, being very good in the north-eastern provinces of this consular district, but deteriorating as it proceeded southwards, until in Ekaterinoslav and the Don Cossack territory the results were very unsatisfactory. In the Caucasus, however, the yield was better.

Vegetables. Vegetables were, with only the exception of the Ter territory, fairly good, and the same may be said with reference to potatoes.

Fruit. The blossom was more or less affected by spring frosts, and fruit consequently did not come out very well. The best results were received in the Ufa and Orenburg governments.

Labour. In the Caucasian provinces the labourers who had come down from the central provinces were panic-stricken at the outbreak of the cholera epidemic, and immediately returned to their homes, consequently there was a dearth of labour in those provinces, and rates of wages ruled high. In the other provinces comprised in this consular district, however, the supply was abundant and wages moderate.

Tobacco. The tobacco crop of 1892 was an exceptionally good one, and the returns were very satisfactory, both as regards quantity and quality.

The yield in the eastern provinces of Russia is calculated

to have reached about 4,020 tons, the central provinces 19,150 tons, and the southern provinces 12,815 tons.

The eastern provinces thus show an increase of about 128 per cent., and the central of about 171 per cent., which is partly accounted for by the excellent yield, and partly by the increased acreage under tobacco cultivation. The southern provinces, on the other hand, owing to the large stocks left over from the previous year, show a decrease of about 20 per cent.

Owing to the short crop of 1891, the prices of the common kinds of tobacco (makhorka) rose to an abnormal height, which induced landowners to put a largely increased extent of land under tobacco cultivation in 1892, and in the eastern provinces this increase reached 21 per cent., and in the central 70 per cent.

In the Kuban territory, one of the principal tobacco growing centres, the crop was an excellent one in all respects, and the average yield was about 1,330 lbs. per acre. Various sorts, but principally common qualities, are grown in this territory, and the wholesale prices at the plantations run from 2*d.* to 6*d.* per lb. The stocks in the Kuban territory are very heavy, with very few buyers.

The province of Voronej also shows brilliant results, the yield in some districts reaching 2,000 lbs. per acre.

Owing to the bad grain harvests of the last three or four years, special attention was given to the culture of the tobacco plant, and the area sown in 1892 was from 60 to 70 per cent. in excess of that of 1891. Early in the season very few buyers came forward, and prices consequently gave way, showing no improvement, even when a better demand set in; but, on the contrary, owing to the increased supplies, prices fell still lower. In August the better qualities fetched about 11*d.* per lb., but towards the end of September only 10*d.* could be obtained, falling in October to 8*d.*, in November to 7*d.*, and 5*d.* per lb. in December.

The total quantity sold in this province during the last four months of 1892 is computed at 23,830 tons.

Agricultural machinery.

The business done in agricultural machinery at Taganrog is not very large, but the dealers here and at other places have had a good year, and have disposed of a large number of ploughs, reapers, and other machinery, largely on account of the dearth of labour, in some parts from fear of the cholera epidemic. A large business is done in this class of goods at Rostov-on-Don, which, besides having a considerable local demand, also supplies the northern Caucasian provinces.

The general substitution of Russian-made articles in this class of goods is noticeable of late in most branches of the trade, and large numbers of Russian-made ploughs, reapers, &c., now find a ready sale at prices much below those of English manufacture.

Coal.

During 1892, 2,526,801 tons of coal were despatched from

the collieries situated in the Donetz Basin, being an increase of 395,751 tons as compared with the previous year; then the quantity was estimated at 2,131,050 tons. As a proof of the rapid strides the coal industry is making in the year 1881, the quantity of coal carried by the different railways was 726,305 tons, which quantity was almost doubled in 1887, and has now reached, as above stated, to 2,526,801 tons.

TABLE showing Quantities carried by the Four Railways during the Year 1892.

Railways.	Quantity.
	Tons.
Kursk-Kharkov-Azov Line	1,097,578
Ekaterina Line	1,000,331
Donetz Line	322,966
Voronej Line	105,926
Total	2,526,801

All the railways show an increase on the quantities carried the previous year.

The quantity of anthracite coal sent off from the Grushefka and Vlusser districts during 1892 was 484,560 tons, some of which found its way to the Danube, Constantinople, and the Black Sea ports.

The outbreak of cholera and difficulty of obtaining workmen greatly affected the coal industry, and the output was considerably curtailed in consequence. This is noticeable in the exports of coal from Mariupol to the Azov and Black Sea ports, which were 181,850 tons as against 198,410 in 1891, or a decrease of 16,560 tons.

The experiment of shipping Donetz coal to Constantinople proved a failure, partly owing to the cholera and the stringent quarantine regulations imposed by the Turkish Government, the business being restricted to only one steamer cargo of 1,375 tons. Should nothing unforeseen occur, however, it is intended to make another trial during the coming season, and a steamer has already been chartered for a number of consecutive trips. Several steamers have also been taken up to run to the Black Sea ports, and strenuous efforts are being made to develop the coal trade by opening agencies at all the ports, &c.

Since the opening of the new coal port at Mariupol, Taganrog is rapidly losing its importance as a coal exporting centre, and shipments have fallen off considerably. From 50,790 tons in 1887 they have dropped to 7,365 tons in 1892. In comparison with 1891 there is a decrease of 5,127 tons.

The imports of foreign coal at South Russian ports during 1892 again show a marked decrease, and it is being replaced

by Donetz coal, which, while the existing heavy duties remain in force, can always undersell English qualities.

The probable total output of bituminous coal for 1893 is reckoned at 3,633,300 tons, of which about 362,850 tons will go towards local consumption (ironworks at Hughesovka, &c.), and the balance will remain for supplying the different Russian markets. Besides this it is computed that about 630,900 tons of anthracite coal will be mined.

Iron and steel.

The past year was a very favourable one for the iron and steel industries, owing to the large number of railways under construction, the demand for rails is very large, and some of the railway companies experience great difficulty in having their orders carried out. In consequence of this the Imperial Government was petitioned that the existing duty on foreign rails should be taken off or somewhat reduced; but the request was not acceded to.

Merchant and pig-iron also find a ready market at remunerative prices, and several of the ironworks situated in this consular district are making extensive additions to their plant. Two or three new works are also being established.

The Dnieper Works were obliged to stop through want of coal, but the stoppage was of short duration.

Salt.

The total quantity of rock and boiled salt despatched by rail from the Donetz Basin during 1892 was 286,474 tons, or an increase of 41,757 tons as against the previous year, when the quantity was 244,717 tons.

The quantities carried by the different railways were as follows:—

Railways.	Quantity.
	Tons.
Kursk-Kharkov-Azov Line	198,570
Ekaterina Line	39,566
Donetz Line	26,305
Voronej Line	22,033
Total	286,474

The production of salt during 1893 is estimated at about 320,000 tons.

Quicksilver.

At the quicksilver mine belonging to Messrs. A. Auerback and Co., the only one in the Donetz Basin, the output of ore was 64,836 tons, as against 50,114 tons in 1891, or an increase of 14,718 tons.

Of this quantity 60,888 tons were kilned, producing 334 tons of pure quicksilver, being an increase of 20 tons as compared with the previous year.

The mine is now being worked at a depth of 290 feet, and the quality of the ore is found to be much inferior to that previously extracted, the yield of quicksilver showing a decline of about 25 per cent. in comparison with 1891.

Zinc ore.

Zinc has been discovered at Sadok, in the Ter territory, on Government land, about 50 miles from the Darkoch Station, Vladikavkaz line. A trial shipment of 200 tons made to Swansea viâ Novorossisk proved successful, but a second cargo of 1,000 tons has not left such good results. The ore is said to be abundant, but the high railway rates preclude it being worked very profitably.

Wool.

The wool trade, being principally carried on at Rostov-on-Don, the trade is fully reported upon by Mr. Vice-Consul Martin.

Public works—Railways: Mineralni-Vodi-Kislovodsk.

The branch line from the Mineralni-Vodi station on the Vladikavkaz line to the fashionable Caucasian health resorts—Piatigorsk, Essentuki, and Kislovodsk—is being rapidly pushed forward. The earthworks and bridges have been completed for the whole of the distance, and the lines laid nearly to Piatigorsk.

Stavropol branch.

The project of building a branch line from the Kavkazkaia station, on the Vladikavkaz Railway to Stavropol, has been well received in official circles, and the Vladikavkaz Railway Company having expressed their readiness to undertake this enterprise, it is expected the necessary sanction of the Imperial Government will very soon be obtained.

Petrovsk line.

The work on this line is progressing favourably, and the line is completed for a distance of 58 versts (39 miles) from Beslan, the starting point. The rails are also laid as far as Grosni, and the earthworks beyond that town were commenced last autumn, and will be continued as soon as mild weather sets in. Several of the stations have already been built, and the foundations of others have been laid. It is proposed to open the line for traffic as far as Grosni as soon as possible, erecting temporary stations till the permanent ones are ready. The works were commenced from Petrovsk also last year, but I am unable to obtain any information as to what progress has been made from that end. It is expected that the whole line will be completed by the end of September next.

Kursk-Voronej line.

Great progress is being made with the work on this line, and the largest portion of earthwork has already been done. All the bridges as far as the Don have been built, and a great deal has been done to the latter bridge. The earthworks, &c., had to be stopped during the winter, but in the meantime they are pushing forward the erection of the stations, &c., principally wooden ones, along the line, and the stone is also being prepared on the Kursk side for the bridge over the Don.

Eletz-Donetz railway.

The reports that the project of building the Penza-Lozovaya Railway will shortly be discussed by the Minister of Ways and Communications has given an impetus to the interested parties in the counter project of the Eletz-Donetz line, and they have petitioned the same department by telegram to examine their plans also, at the same time. The proposed line is to start from Eletz, taking on its way Zemliansk, Stari-Oskol, and Valuiky, terminating at Lisichansk station, on the Donetz

Railway, with a branch line from Valuiky to Kharkov. It is maintained that the line cannot but prove to be a very profitable one, as it will pass through the principal thickly-populated grain-producing countries, and would also be the shortest route for the conveyance of coal from the Donetz Basin to the northern commercial centres.

Ufa line. The branch line, Zataoust to Tcheliabin (100 miles long), was completed last autumn, and is now open for regular passenger and goods traffic.

Perekop canal. Nothing further has transpired respecting the projected canal through the Isthmus of Perekop, and it is presumed that the idea will eventually be given up. The capital required, 80,000,000 fr. to 85,000,000 fr., is very large, and it is very doubtful if it would ever be subscribed.

Taganrog harbour. The second dredger having commenced operations, the work progressed more rapidly towards the end of the autumn, and hopes are entertained that the harbour will be completed by the end of 1893. I am afraid, however, that this is very doubtful, notwithstanding the fact that the Mining Conference held at Kharkov last year petitioned the Government that the work might be pushed on, in order to give an impetus to the coal trade.

One of the dredgers has been employed in removing the so-called old "Black Sea" Mole, and has succeeded in clearing about 100 feet. The other dredger has been excavating the mouth of the harbour. Great difficulties are experienced, and stoppages occur owing to the large number of vessels which have at different times sunk in the harbour, and become completely embedded in the sand. During the past year no less than 49 such vessels were met with.

Slight progress has been made in the masonry, and it remains much in the same state as mentioned in my last report.

The municipality propose to build warehouses affording every facility for loading along the shore, and have made representations to the Imperial Government, but the necessary sanction has not yet been obtained. In the meantime, applications for stores have been invited, and several merchants of Taganrog have applied.

Telegraphic communication with roadstead. This question appears to make no headway, and seems to be no nearer realisation than when the idea was first mooted.

Telephone. The telephone system introduced in 1891 is working very well, and proves to be a great boon for commerce generally. The project of connecting Taganrog and Rostov by telephone has fallen through, owing to the merchants of the latter objecting to subscribe a stipulated sum, demanded by the Government, to go against the first cost.

Riots. On August 14 last some very serious riots occurred at Hughesovka, where the extensive works of the New Russian Company are situated. It is supposed by some that the populace were stirred up by Nihilists, but the more probable causes were the ill-feeling which had been simmering for some

time against the stringent measures taken by the police authorities for the prevention of the cholera epidemic, combined with an aversion to the Jews, who owned the principal stores, and most of the kabaks or drinking shops. A large body of bad characters were known to have come in from neighbouring ironworks and coal-pits, animated with feelings of jealousy and spite. In any case the riots were commenced by a preconcerted attack, led on by some of the worst characters, on the police who had arrived to convey a woman who was suffering from cholera to the hospital; they then started to burn and sack the kabaks and other stores. Two large bazaars were burnt to the ground, and the whole town appeared a mass of flame. The rioters were frequently charged and fired on by the Cossack troops quartered at Hughesovka, but as they were not sufficient to cope with the mob, others were ordered from Ekaterinoslav and elsewhere. Eventually the riot was quelled about mid-day of the 15th, but not before many atrocities had been committed. A great part of the Russian workmen employed in the works of the New Russia Company behaved splendidly, and defended the offices and works against the rioters, some of whom they killed in so doing. The Governor of Ekaterinoslav arrived about mid-day of the 15th, and the prisoners, some 400 men and 70 women, were marched into an open square lined with troops, where the former were flogged, in batches of five, the women receiving the same punishment but in a less degree and less public manner. This was, however, only a preliminary punishment, as they were afterwards tried at Ekaterinoslav and Mariupol; the worst characters, instead of being shot, were sent for life to Siberia, and others for terms of 10 years and 5 years. The first reports received were that the New Russia Company's works had been gutted and the machinery destroyed, but happily it turned out no harm was done whatever, and work was resumed in a day or two, as if nothing had occurred.

Cattle plague.

The cattle plague still continues its ravages in this consular district, notwithstanding the energetic steps taken by the Imperial Government, such as stringent quarantine, immediate slaughter of suspected animals, and the appointment of special officials to superintend the carrying-out of these measures. The territories most affected were the Kuban and Ter, where the disease existed during the whole of 1892, without cessation. The province of Stavropol was only free during the months of March, April, and May. The Don Cossack territory was free from the disease until the month of July, when it broke out with great virulence, and the loss of cattle was very heavy, the total for the six months being 22,785 head, died and killed. In the governments of Voronej, Saratov, Astrakan, and Ekaterinoslav, the cattle plague appeared simultaneously in the month of October, and still existed at the end of the year. Orenburg was infected during the 5 months, April to August, and Ufa during May only. Samara was the only province in which no cases were reported during the whole of the year.

The appended table gives the loss of cattle from the plague in the different provinces situated in this consular district from January 1 to December 31 (O.S.).

TABLE showing Loss of Cattle from Cattle Plague in the Consular District of Taganrog during the Year 1892.

Provinces.	Died.	Killed.	Total.
	Number.	Number.	Number.
Don Cossack territory	19,068	3,717	22,785
Ekaterinoslav	2,815	1,131	3,946
Kuban territory	8,516	493	9,009
Ter territory	7,271	257	7,528
Stavropol	3,671	2,548	6,219
Astrakan	154	2,732	2,886
Voronej	106	270	376
Saratov	19	212	231
Samara	..	..	..
Ufa	21	..	21
Orenburg	24	1,175	1,199
Total	41,665	12,535	54,200

Public health.

Not taking into consideration the cholera epidemic, the public health of Taganrog was, on the whole, good during 1892. Altogether there were 321 cases of contagious diseases, the greater part of which, 139, were diphtheria, the remainder being the usual illnesses prevalent in these parts during the summer and autumn months. Of these 321 cases, 121 recovered, 103 died, and 97 remained under treatment.

Cholera.

A table will be found annexed giving various information relating to the cholera in this consular district during the past year until November 30 last, the latest date that official information has been obtainable. Since that period, however, the epidemic may be said to have disappeared.

From this return it may be noticed that at Saratov and Samara, two provinces which suffered most from famine last year, there were more cases than in any other, probably on account of the enfeebled condition of the peasant population. The Don Cossack territory, which covers a vast area, and includes such large towns as Rostov-on-Don, Novotcherkask, and Taganrog, comes next, followed by the Kuban and Ter territories.

It is most probable that if the authorities had taken proper precautionary measures when the outbreak first commenced, and prevented any communication whatever between Baku and the ports on the eastern side of the Caspian Sea, the cholera would have been nipped in the bud, and would never have spread from that place to Astrakan. At this latter town the water, not being good, and the sanitary arrangements most im-

perfect, the cholera took great hold, and was carried up the line of the River Volga, into the interior of Russia, attacking Saratov and Samara on its way. It then spread westwards to Rostov-on-Don, neighbouring towns, Taganrog, and other Azov ports, including Kertch. At Berdiansk, however, not a single case of cholera occurred, the authorities there taking stringent precautionary measures in time, and seeing that they were properly carried out, which is a proof of what can be done if proper precautions are adopted promptly, and strictly enforced.

A return of the epidemic is expected, but it is to be hoped that, having learnt from experience, the local authorities will be able to combat successfully, or at all events materially mitigate, the ravages of this dreadful scourge.

The returns for Taganrog and Rostov are included in the figures for the Don Cossack territory, but separately they are as follows:—

	Date of Appearance.	Number of Cases.	Number of Deaths.	Number of Weeks Cholera Existed.
Taganrog	July 18 ..	828 ..	384	15
Rostov	July 10 ..	3,727	1,872	13

Provinces.	Date of Appearances.	Number of Cases.	Number of Deaths.	Number of Weeks Cholera Existed.	Remarks.
Don Cossack territory ...	July 10 ...	37,665	18,287	18	No longer existed.
Ekaterinoslav ..	August 4 ...	4,258	1,884	16	Still existed, November 29.
Kuban territory	June 30 ...	28,661	15,045	21	,, ,,
Ter territory ...	,, ...	27,068	13,112	21	,, November 13.
Stavropol ...	August 10	14,802	7,280	14	No longer existed.
Astrakan ...	June 24 ...	21,960	10,980	15	,,
Voronej ...	July 14 ...	24,025	12,072	18	Still existed, November 26.
Saratov ...	June 26 ...	41,787	21,033	21	,, November 28.
Samara ...	July 5 ...	41,152	18,040	19	,, November 27.
Ufa	July 30 ...	7,324	3,487	17	,, ,,
Orenburg ...	July 20 ...	10,279	5,324	16	,, November 10.
Total ...	...	258,981	126,544	...	

Mariupol.

New coal port.

As mentioned in previous reports, the original depth of 14 feet proved to be insufficient for the purposes of the port, especially as the harbour continues to silt up, and vessels which in 1891 took in full cargoes alongside the quay no longer do so. Since the work was completed in 1890, at a cost of about 450,000*l.*, no dredging has been done, and if active measures are not taken immediately next year matters will be still worse. In view of this, the Conference of the Mining Representatives, held at Kharkov last autumn, have petitioned the Imperial

Government, that the new port be deepened to 18 feet, with a channel of the same depth leading to the roadstead, in order that vessels of at least 15-feet draught can take in full cargoes lying alongside the quay. It is also proposed to improve the harbour at the mouth of the "Kalmius" by making a dam and dredging the river, at an estimated cost of 30,000*l.*

Coal. During the past year 181,850 tons of coal, including 1,375 tons to Constantinople, were shipped from Mariupol, as against 198,410 tons in 1891, or a decrease of 16,560 tons.

Salt, pig-iron, &c. The other shipments from Mariupol coastwise consisted of 4,817 tons of salt, 2,405 tons granite, 474 tons pig-iron, and 127 tons steel rails.

Imports. The sole imports during 1892 were 1,335 tons of machinery, &c., brought from England by two British steamers, for the New Russia Company's Works at Hughesovka.

Exports. The value of the exports during 1892 show a falling-off of 383,697*l.*, as compared with the previous year. The exports of grain and seed during 1892 were 539,841 quarters, valued at 508,827*l.*, as against 665,280 quarters, and 883,397*l.* in 1891, or a difference in favour of 1891 of 125,439 quarters and 374,570*l.* Staves also show a falling-off, only two steamer cargoes, valued at 8,000*l.*, being shipped, whereas in 1891 double the number were shipped at more than double the value.

Shipping. During 1892 79 vessels, of 69,492 tons, of which 12 were sailing vessels of 3,812 tons burthen, and 67 steamers of 65,680 tons, entered at Mariupol. Compared with the previous year there is a decrease of 19 sailing vessels and 2 steamers. The bulk of the trade falls to the share of the British flag, with 42 steamers, of 43,979 tons, the Greek flag follows with 11 sailers and 11 steamers, with a total of 13,854 tons.

Steam communication. The Russian Steam Navigation Company made a trial by running one of their steamers to Constantinople with a cargo of Donetz coal, about 1,375 tons. The reasons that the venture did not succeed have already been mentioned.

Stocks. Stocks at Mariupol of February 1–13, 1893, were as follows:—Wheat, 57,600 quarters; rye, 4,000 quarters; barley, 106,200 quarters. Of the above a little over one-half is held by merchants, the balance being in the hands of the speculators.

Yeisk.

Exports. Notwithstanding the unfavourable circumstances mentioned previously, the exports from Yeisk show a large increase in volume, as compared with the previous year; the quantity of grain shipped being 627,801 quarters, as against 494,451 quarters in 1891. The value of the same, on the other hand, shows a falling-off; this is accounted for by the prices of grain being lower in 1892 than in 1891. Taking the different kinds of grain separately, wheat gives an increase of 43,828 quarters; barley, 68,120 quarters; rye, 3,520 quarters; linseed, 1,180

quarters; and rapeseed 16,702 quarters. The exports of oil-cake and wool were 316 tons and 44 tons respectively less than in 1891.

Imports. Yeisk only possessing a customs branch, no goods are imported direct from abroad, and supplies are received from Taganrog and Rostov.

Agricultural machinery. Of late years there is a large demand for agricultural machinery from the surrounding districts, and the sales last year were large. It is reported that about 1,000 reapers, valued at about 30,500*l.*, and 2,000 ploughs, value about 10,300*l.*, were disposed of during 1892. The prices ranged as follows:—Ploughs, 5*l.* to 7*l.* 10*s.*; American reapers, 30*l.* to 32*l.*; mowers, 30*l.* to 35*l*; drills, 11*l.* to 11*l.* 10*s.*; and hay rakes, 8*l.*

Agriculture. The harvest in the Yeisk district was an abundant one, and the yield was as follows:—Azima and ghirka wheat, 20 bushels to the acre; hard wheat, 16 bushels; and barley, 24 bushels. Owing to the rains, however, which fell during the harvest time, the grain, especially hard wheat, became discoloured, and the quality did not come up to expectations.

Owing to the absence of rain, it is computed that the area sown last autumn is about 35 per cent. below that of 1891. Up to the present appearances have been satisfactory, but it is now feared that the snow, having all thawed, the seed may be damaged by subsequent frosts.

Shipping. The total number of vessels entered at Yeisk during 1892 was 45, with an aggregate tonnage of 24,228, against 39 vessels, of 15,280 tons in 1891, or an increase of 6 vessels and 8,948 tons.

The increase is noticeable in the steamers, the sailing craft, on the other hand, show a falling-off.

The number of British steamers was 16, of 16,938 tons, as against 6 steamers, of 5,702 tons register in 1891. The bulk of the remainder of the shipping trade fell to the Greek flag, which was represented by 26 sailers, of 5,704 tons.

Coasting trade. In the coasting trade, which is comprised of small vessels, lighters, and steam barges, running to and from other Azov ports, conveying grain to the different roadsteads by 696 steamers, of 118,570 tons, and 110 sailers, of 7,448 tons, were engaged.

Railway communication. The project of connecting Yeisk with the Kushevka station on the Vladikavkaz Railway, by means of a branch line, is still on the tapis, and it is reported that the municipality have made representations to the Imperial Government, but so far with no success.

Stocks. The stocks at Yeisk on February 1–13 were estimated at 72,000 quarters hard wheat, 149,760 azima, 7,200 ghirka, 4,000 rye, 61,950 barley, and 3,400 quarters of rape-seed. The bulk of the above is either in first hands or held by speculators.

Ghenichesk.

The exports, which consisted exclusively of grain from Ghenichesk, during 1892, amounted to 350,731 quarters, valued at 288,625*l.*, as against 333,696 quarters, valued at 430,006*l.*, shipped during 1891. The great decrease in the value of the shipments may be set down to the falling-off of the wheat shipments, this article being replaced by barley, and generally the prices ruling during 1892 were below those in 1891. Exports.

The shipping trade also shows an increase of 1 sailing vessel of 550 tons, and 4 steamers and 7,690 tons, as compared with 1891. The arrivals under the British flag were 37 steamers, of 40,310 tons, or an increase of 9 vessels and 12,538 tons, in comparison with 1891. Shipping.

No reliable information can be obtained as to the stocks at Ghenichesk, but, roughly speaking, they may be set down as follows:—Azima wheat, 8,640 quarters; ghirka, 7,200 quarters; and barley, 17,700 quarters. Stocks.

Temriuk.

The exports from Temriuk for 1892 show a slight revival, grain showing an increase of 8,492 quarters, as compared with 1891, the value of the same, for the same causes as at other ports, shows a falling-off of 12,537*l.*, but the value of the total exports during 1892 shows a decrease of 9,344*l.*, as compared with 1891. Exports

In addition to the above exports a large quantity of grain, principally wheat, is shipped annually to Kertch for the mills, and to other Azov and Black Sea ports. A large trade is also done in fish and caviare.

No goods from abroad are imported at Temriuk. Imports.

During 1892, 6 sailers, of 1,314 tons, and 4 steamers, of 4,432 tons, or a total of 10 vessels and 5,746 tons, visited the port of Temriuk, being an increase of 1 vessel of 1,320 tons, as compared with 1891. The British flag was represented by 3 steamers, of 3,660 tons. Shipping.

The harvest in the Temriuk district was, on the whole, above the average for azima wheat, rye, and barley. Oleaginous seeds, on the contrary, gave poor results, and the quantity gathered barely sufficed for local needs. The quality of the wheat was inferior, both as regards colour and weight. Harvest.

The autumn sowings of 1892 were made under favourable circumstances, and the condition of the seed up to the present is satisfactory. The area under cultivation is much in excess of that of 1891, but no steps having been taken to improve the quality of the seed, it is feared the results will not be very satisfactory.

The stocks at Temriuk at the end of 1892 consisted of 7,200 quarters of wheat, 12,300 quarters of barley, 4,800 quarters Stocks.

of rye, and 800 tons of oilcake. All the above are in the hands of speculators. It is believed the stocks of rye and barley in the Temriuk district are nearly exhausted, and, consequently, fresh supplies of the same must not be expected before the harvesting of the new crops.

Annex A.—RETURN of all Shipping at the Port of Taganrog in 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	167	187,718	167	187,718
Russian	10	980	3	1,490	13	2,470
Greek	193	58,721	66	55,573	259	114,294
Italian	4	1,375	28	20,810	32	22,185
Norwegian and Swedish	...	...	13	14,087	13	14,087
Austrian	2	620	12	6,680	14	7,300
Turkish	22	1,996	2	1,851	24	3,847
Other flags	...	...	3	3,559	3	3,559
Total	231	63,692	294	291,768	525	355,460
,, for the year preceding ...	286	69,683	437	431,739	723	501,422

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	167	187,718	167	187,718
Russian	10	980	3	1,490	13	2,470
Greek	193	58,721	66	55,573	259	114,294
Italian	4	1,375	28	20,810	32	22,185
Norwegian and Swedish	...	...	13	14,087	13	14,087
Austrian	2	620	12	6,680	14	7,300
Turkish	22	1,996	2	1,851	24	3,847
Other flags	...	...	3	3,559	3	3,559
Total	231	63,692	294	291,768	525	355,460
,, for the year preceding ...	287	69,742	437	431,739	724	501,481

Annex B.—Return of the Principal Articles of Export from Taganrog and Rostov-on-Don during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Quarters ...	1,658,412	2,338,425	2,206,803	3,300,750
Rye	,, ...	80,908	77,007	1,121,693	1,414,904
Barley	,, ...	652,485	518,303	646,735	581,083
Oats	,, ...	5,280	3,282	12,470	8,862
Maize	,, ...	878	681	108	104
Linseed	,, ...	8,632	13,404	46,486	77,865
Rapeseed	,, ...	53,425	35,095	46,615	41,128
Butter	Tons ...	1,237	23,744	1,369	94,636
Caviare, red	,, ...	1,222	27,483	1,980	40,994
,, black	,, ...	63	16,889	85	24,274
Flour	,, ...	165	2,108	366	3,442
Oilcake	,, ...	1,764	9,588	386	843
Tallow	,, ...	948	29,708	1,480	40,822
Wool...	,, ...	5,135	303,810	7,619	362,577
Other articles	...	...	11,088	...	20,712
Total	...	...	3,410,615	...	6,012,986

Note.—The scale of conversion of Russian tchetverts, of 10 poods, to English imperial quarters, has been as follows:—Wheat and maize, 72 per cent.; rye, 80 per cent.; barley, 88·5 per cent.; oats, 122·5 per cent.; linseed and rapeseed, 85 per cent. 63 poods=1 ton. Exchange, 9 r. 85 c.=1*l*.

Return of the Principal Articles of Import to Taganrog during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Carobs	Tons ...	1,764	20,307	598	6,000
Currants	,, ...	157	2,811	177	3,657
Fruits, dried	,, ...	209	9,325	303	18,973
,, fresh	,, ...	3,339	87,575	3,315	69,324
Halva	,, ...	226	8,081	49	2,490
Ironware	,, ...	103	3,492	9	315
Machinery	,, ...	77	8,791	130	6,307
Nuts	,, ...	1,012	32,514	1,096	33,640
Olives	,, ...	485	19,227	281	10,484
Olive oil	,, ...	1,283	82,034	1,531	102,077
Tea	Lbs. ...	24,000	4,833	51,480	10,790
Tobacco	,, ...	12,800	2,761	27,000	6,198
Wine, in casks	Tons ...	1,015	46,731	1,117	61,316
Other articles	...	...	10,582	...	7,297
Total	...	...	339,064	...	338,868

Annex C.—Return of all Shipping at the Port of Mariupol in the Year 1892.

Entered and Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	42	43,979	42	43,979
Greek	11	3,680	11	10,174	22	13,854
Norwegian and Swedish	...	...	6	5,563	6	5,563
Italian	...	...	2	1,095	2	1,095
Other countries ...	1	132	6	4,869	7	5,001
Total	12	3,812	67	65,680	79	69,492
,, for the year preceding ...	31	...	69	...	100	...

Return of the Principal Articles of Export from the Port of Mariupol during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Quarters ...	191,642	270,223	348,566	558,600
Rye	,, ...	12,880	13,076	96,360	125,744
Barley	,, ...	322,229	212,546	199,249	173,185
Oats	,, ...	...	...	1,874	1,236
Linseed	,, ...	2,805	4,690	1510	8,900
Rapeseed	,, ...	10,285	8,292	18,721	15,732
Oilcake	Tons ...	...	...	392	678
Staves	,, ...	2,000	8,000	8,445	17,324
Coal	,, ...	1,375	875	...	...
Total	...	...	517,702	...	901,399

Return of the Principal Articles of Import to Mariupol during the Years 1892–91.

Articles.	1892.		91.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Sundry machinery ..	1,335	26,700	3,899	46,790
Wine	..	..	32	1,650
Total	..	26,700	.. ..	48,440

Annex D.—Return of all Shipping at the Port of Yeisk in the Year 1892.

Entered and Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	16	16,938	16	16,938
Greek	26	5,704	...	...	26	5,704
Other countries ...	2	526	1	1,060	3	1,586
Total	28	6,230	17	17,998	45	24,228
„ for the year preceding ...	32	8,618	7	6,662	39	15,280

Return of the Principal Articles of Export from Yeisk during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Quarters ...	391,913	406,092	348,085	571,428
Rye	„ ...	3,520	2,538	...	...
Barley	„ ...	196,143	101,523	128,023	110,533
Linseed	„ ...	1,350	1,523	170	253
Rapeseed	„ ...	34,875	22,842	18,173	15,228
Oilcake	Tons ...	1,129	3,045	1,445	3,000
Wool...	„ ...	347	17,767	391	24,967
Total	...	...	555,330	...	725,409

Note.—No goods were imported at Yeisk during 1892.

Annex E.—Return of all Shipping at the Port of Ghenichesk in the Year 1892.

Entered and Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	37	40,310	37	40,310
Greek	1	550	1	587	2	1,137
Other countries ...	...	...	3	3,947	3	3,947
Total	1	550	41	44,844	42	45,394
Total for the year preceding ...	...	...	37	37,154	37	37,154

RETURN of the Principal Articles of Export from Ghenichesk during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Quarters.	£	Quarters.	£
Wheat	62,435	88,037	174,222	279,202
Rye	29,040	29,482	27,976	36,507
Barley	256,096	168,923	131,498	114,297
Oats	3,160	2,183	..	..
Total	..	288,625	..	430,006

NOTE.—No goods were imported at Ghenichesk during the year 1892.

Annex F.—RETURN of all Shipping at the Port of Temriuk in the Year 1892.

ENTERED AND CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	3	3,660	3	3,660
Greek	3	1,232	...	...	3	1,232
Other countries ...	3	82	1	772	4	854
Total	6	1,314	4	4,432	10	5,746
Total for the year preceding ...	6	1,386	3	3,040	9	4,426

RETURN of the Principal Articles of Export from Temriuk during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Quarters ...	9,828	12,934	28,685	43,900
Rye	,, ...	26,420	23,147	...	...
Barley	,, ...	2,832	1,787	1,903	1,505
Oilcake	Tons ...	825	2,640	...	...
Other articles	,, ...	78	1,208	...	655
Total	...	...	41,716	...	51,060

NOTE.—No goods were imported at Temriuk during 1892.

KERTCH.

Mr. Vice-Consul Hunt reports as follows :—

General remarks. Although Kertch, owing to its geographical situation, is a very important port, being at the entrance of the Black Sea and Sea of Azoff, and a port where every vessel coming from a foreign country, destined for a port in the Sea of Azoff, is bound to stop, in order to fulfil all quarantine and custom-house formalities, and where a large number of vessels, coming from the Sea of Azoff, have to lighten, in order to be able to cross the bar at Yenikalé, and reload at the entrance of the Black Sea. Still, with the exception of the exports of cereals, it is of very little interest to foreign trade. The exports of cereals is increasing every year, but it does not add to the prosperity and improvement of the port and town. There are no independent exporters here, the whole export trade is in the hands of a few firms, who do not reside in Kertch, and have only managing clerks to represent them. Besides, there is not a single recognised steamship agent in this port, and those who style themselves as such are nothing more than lightening contractors, who, while lightening a contracted vessel, perform the custom-house clearances and attend to the requirements of the vessel and master. A large business, it is true, is carried on in herring and other fishing, and also in flour; but this, with the exception of a very small quantity, is exported into the interior of Russia and the Caucasus.

Exports. The exports of cereals from the port of Kertch for the year 1892 amounted to 241,581 quarters, valued at 298,869*l.*, showing an increase of 95,652 quarters compared to the year 1891. This increase is due to the splendid crop, and excellent quality of the grain. Besides the above-mentioned quantity, about 58,20) quarters, valued at 68,922*l.*, brought from Taman, were shipped in Kertch roads.

Imports. No foreign goods whatever have been imported into Kertch direct during the year 1892.

Shipping. As can be seen from the annexed table (C), 90 ships, of the aggregate tonnage of 99,217 tons, cleared from Kertch during the year 1892; out of this number 73,727 tons represent British shipping. Six British steamers took 15,395 tons of salt from Arabat to Russian ports in the Baltic Sea.

Pilotage. Pilotage remains in the same condition as before, and nothing has, as yet, been done to improve it.

Telephones. Telephonic communications between Kertch, the Quarantine, and Yenikalé have at last been established, and this certainly is a very important improvement, as Yenikalé, where ships lighten before crossing the bar, is at a distance of about 8 miles from Kertch, and heretofore the lightening contractors had to communicate with Yenikalé by means of cabs and steam launches, which mode of communication, besides being very expensive, involved great loss of time.

Fisheries. The herring fishing in 1892 was not so abundant as in 1891. Still it was plentiful, and would have been splendid had the

weather not been so boisterous and the bay not froze up so early.

Annex A.—Return of all Shipping at the Port of Kertch during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	38	73,727	38	73,727
Russian	8	768	1	806	9	1,574
Italian	...	...	2	1,502	2	1,502
French	...	...	4	4,648	4	4,648
Norwegian	...	...	5	5,906	5	5,906
Austrian	1	234	...	...	1	234
Greek	11	5,906	9	8,016	20	13,922
Turkish	19	1,138	...	...	19	1,138
Total	39	8,046	59	94,605	98	102,651
,, for the year preceding ...	79	6,273	59	84,087	138	90,360

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	38	73,727	38	73,727
Russian	3	234	1	806	4	1,040
Italian	...	...	2	1,502	2	1,502
French	...	...	4	4,648	4	4,648
Norwegian	...	...	5	5,906	5	5,906
Austrian	1	234	...	...	1	234
Greek	8	3,006	9	8,016	17	11,022
Turkish	19	1,138	...	...	19	1,138
Total	31	4,612	59	94,605	90	99,217
,, for the year preceding ...	80	6,357	59	84,087	139	90,444

Annex B.—Return of Principal Articles of Export from Kertch during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Quarters.	£	Quarters.	£
Wheat	180,142	239,244	65,284	97,877
Barley	44,779	36,781	59,832	59,620
Rye	7,953	7,458	..	..
Linseed	7,267	13,986	12,772	25,665
Rapeseed	1,440	1,400	6,378	8,168
Oats	..	..	1,375	1,120
Maize	..	..	288	285
Total	241,581	298,869	145,929	192,735

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Kertch from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
England	132,615	153,826	..	..
France	90,145	30,764	..	..
Italy	19,800	700	..	..
Holland..	39,950	6,580	..	..
Belgium	1,926	..	..	..
Spain	10,500	..	..	..
Greece	3,070	700	..	..
Turkey	863	165	..	..
Total	298,869	192,735	..	..

BERDIANSK.

Mr. Vice-Consul Lowe reports as follows :—

The past year will long be remembered by those engaged in the grain trade as being one of the most disastrous ever experienced at this port.

The prohibition of exports not being removed until June, all hopes of, in some way, averting the terrible losses in prospect were abandoned, and, when shipments commenced, the prices available were, with few exceptions, accepted, and the unfortunate accounts for the cereal year 1891–2 closed.

It is perhaps hopeless to imagine that the experience of the past will influence speculators in the future, but it was noticed that business operations in the autumn with the new crop were commenced with unusual care, and a general absence of speculation; the results of the autumn transactions consequently showed some profit; the season, however, finished too quietly, shippers finding it impossible to combine business, although the stocks on hand were large, and local prices very moderate.

Agriculture.

The effects of the terrible winds during the month of April which devastated a large part of this district (estimated by the Zemstvo at 125,000 desiteens) will very much diminish the total out-turn of the district, with this exception, the harvest in the remaining portion proved favourable.

Winter wheat, as was anticipated, gave very poor results, but other descriptions and barley were good, both in quality and yield.

It is estimated that winter wheat gave from 4 to 8 bushels

per acre, and spring wheat 8 to 14 bushels, barley 16 to 25 bushels. Rye was a complete failure.

Maize and millet were sown immediately after the high winds had destroyed the sprouting grain in the portions of the district alluded to above, and in most instances gave good yields; the local prices, however, of these descriptions were so low, especially millet, that very little has been brought to market, and the bulk will probably be consumed by the farmer.

With the fearfully low prices of autumn (coming after the good rates of the previous autumn) agriculture received a severe blow. Fortunately the yield prevented ruinous consequences, but at the best the farming class are in a wretched position. Land has, in late years, considerably advanced in value, principally owing to increase of population, but a great change must take place if grain prices abroad do not improve. The farmer here has no option, he cannot graze his land, no market for cattle existing, consequently he must grow grain until he is ruined, and the mortgage on his land falls in; this is seen by the quarterly sales of mortgaged land held at the Zemstvo in this town.

The autumn again proved very dry, and little or no sowings of winter grain were possible; a large deficit of this description must be anticipated in the next harvest.

Grain Prices.

When the export business commenced in June the markets abroad were falling daily, and prices here were scarcely firm for two days together; it is therefore difficult to give a fair idea of the same for the two months previous to the arrival of the new grain; prices then assumed a fairly steady figure; fortunately, however, for speculators the new grain was unusually late in coming to market, and when the bulk arrived in September prices had fallen considerably and continued very low all the autumn, the quantities offered were much less than expected, and some shippers postponed their operations almost entirely.

The average local prices per imperial quarters during September, October, November, were as follows:—

Articles.	Price per Imperial Quarter.	
	Good.	Inferior.
	£ s. d.	£ s. d.
Ghirka	1 5 6	1 2 8
Azima	1 5 6	1 4 0
Hard wheat	1 10 10	1 3 10
Barley	0 11 6	..

With the exception of a few cargoes of barley none of the grain shipped from this port was destined for the United Kingdom.

Up to the present nothing has been settled with regard to the classification of grain here, although some initial steps have been taken.

Freights.

In June and July these were very low, 13 fr. to 14 fr. per ton being paid for steamers to Mediterranean ports, and 12*s.* 6*d.* to 14*s.* 6*d.* for United Kingdom.

During the autumn rates improved, viz., 15 fr. to 18 fr. for Mediterranean, and 14*s.* 6*d.* to 16*s.* for United Kingdom.

Sailing vessels were chartered at 2 fr. to 2 fr. 50 c. per charge, the few vessels remaining in November being scarcely able to find cargoes at all.

Shipping business finished by November 24, but the weather continued open for a month later.

Exchange.

This remained pretty steady all through the year, viz., about 10 r. per 1*l.*, at which rate the calculations in this report are based; had the exchange ruled at the 1891 rate, viz., 9 r. per 1*l.*, farmers and others would have sustained still greater losses.

Imports.

The few articles imported will be found mentioned in Annex B, and were of very little importance.

It has been ascertained that almost all the orders for reaper-knife sections and other parts of the home-made reaper of this district, hitherto given to England, are now passed to the Riga Factory, which has greatly improved its productions, and lowered prices. No British goods are now ever seen here, and no inquiries made for them either.

Exports.

The total shipments of grain reached about 500,000 quarters, and the quantity remaining on hand at the close of navigation was about 200,000 quarters. This will be increased previous to the shipping season, and should prices abroad improve, a brisk business may be anticipated.

The quantity still remaining in the hands of farmers and speculators throughout the district is supposed to be considerable.

Industries.

As the good prospects of the harvest advanced in early summer the demand for home-made reaping machines increased, and continued without interruption until the large stocks were nearly, if not entirely, cleared off, the demand for some of the most improved kinds exceeding the supply, even in spite of the disabled portion of this district, and also of there having been no demand from Odessa, Nicolaieff, and Kerson.

This description of business is about the most lucrative of any, and large sums of money are being made by several firms. The number of these reaping machines (which give over 50 per cent. profit) turned out every year is almost incredible: other descriptions of agricultural machinery do not find a large sale in this district, with the single exception of ploughs, which are generally in great demand.

The improvement in the make of all descriptions of goods is very marked; the manufacturer obtains cheap labour, no strikes occur, and unions do not exist.

General.

Some cases of cholera occurred in villages about 40 versts from here towards the end of summer, but not a single case was reported in the town itself, for which the inhabitants feel very thankful. Much credit is due to the authorities and others for the steps taken against the appearance of the epidemic; all local steamer traffic from Rostov and other affected places was stopped, and a very long quarantine put on sailing craft from all ports.

The general health was very good until early winter, when typhus and diphtheria appeared somewhat severely.

The propositions made to the Government by the shipping houses with regard to the projected new port here appear likely to end favourably.

Plans have been prepared and approved of by the Government.

The preliminary steps of ascertaining the nature of the ground for foundations are now being taken on the ice by borings to a depth below water of 40 feet or more if necessary.

The merchants have agreed to pay a tax (in addition to the one already paid for other purposes) of 5 c. per tchetvert on the annual exportations towards the cost, estimated at about 100,000*l.*

Tenders will be invited, and it is anticipated that the work would be completed in three years.

The new port will commence from the west side of the present pier or jetty, and after occupying a certain frontage of the shore, would run out towards the breakwater and have a uniform depth of 12 feet.

It is hardly necessary to add that the project will prove of immense advantage to the shipping interests of the town.

Unfortunately, no success can yet be noted with the artesian well boring which has been going on for over two years. Various spots have been tried, but the water supply does not come, and it appears as though the town would, after all, be denied this much-desired need.

The district was again free of cattle plague, but foot-and-mouth disease appeared during the latter part of the year, and was principally confined to the town cattle.

The present winter is exceptionally severe, with much snow; several villages are reported blocked and communication impossible.

Annex A.—Return of all Shipping at the Port of Berdiansk during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	15	15,013	15	15,013
Greek	36	10,922	11	7,274	47	18,196
Italian	15	6,314	11	6,567	26	12,881
Norwegian	...	...	12	11,418	12	11,418
Austrian	...	...	7	4,582	7	4,582
Turkish	4	797	3	2,882	7	3,679
French	...	...	1	2,100	1	2,100
Total	55	18,033	60	49,836	115	67,869
,, for the year preceding ...	...	...	...	...	196	110,609

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	15	15,013	15	15,013
Greek	31	9,308	11	7,274	42	16,582
Italian	15	6,314	11	6,567	26	12,881
Norwegian	...	...	12	11,418	12	11,418
Austrian	...	...	7	4,582	7	4,582
Turkish	...	...	3	2,882	3	2,882
French	...	...	1	2,100	1	2,100
Total	46	15,622	60	49,836	106	65,458
,, for the year preceding ...	...	...	...	...	178	106,648

Annex B.—RETURN of the Principal Articles of Export from Berdiansk during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Grain and seed	Quarters ...	498,240	638,414	871,400	1,410,320
Oilcake	Tons	847	1,694	140	210
Wool	,, ...	...	...	20	1,590

RETURN of the Principal Articles of Import to Berdiansk during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Firewood	Tons	1,000	750	560	500
Hardwood boards	Pieces ...	8,748	1,312	2,000	300
Wooden grain shovels	,, ...	7,000	140	30,500	600
Wine	Cwts. ...	70	250	36	125

NOTE.—Rate of exchange 10 r. per 1*l*.

ROSTOV-ON-DON.

Mr. Vice-Consul Martin reports as follows :—

Agriculture.

Agriculture. The harvest of winter sowings proved below the average, wheat giving results less satisfactory even than rye. The deficiency is attributable to the drought experienced during the autumn and then again in the spring, and further, to the severe frosts accompanied with strong winds prevalent during the winter. Promising well from the beginning, spring sowings, notwithstanding apprehensions as to some of the later sowings, generally speaking, gave a full average and partly abundant yield. The best results were obtained from oats, barley, and millet.

Hay. A comparatively poor crop of hay was secured, an insufficient rainfall during the spring having had a disastrous effect on the same. Haymaking began in June, and favourable weather was experienced during all harvest time.

Fruit and vegetables. Having enjoyed rather favourable weather, fruit gave fully an average yield, while vegetables gave results as a whole rather under the average.

Labour. Generally speaking, the supply of labour was equal to the demand, and it was only towards the end of the harvest that

some difficulty was experienced in obtaining hands to finish gathering in operations; this was owing to the spread of the cholera epidemic, which drove away many of the labourers, and more especially those who were at work far away from their homes.

Exports.

Exports. Grain.

In contrast to the season of 1891 the past year was singularly devoid of any excitement, the amount of business done generally, but for export in particular, proving much under the average, and far from satisfactory in every respect. Notwithstanding the comparatively favourable exchange and the low steamer and barge freight ruling during a greater part of the year, exporters' operations were restricted owing to the more or less continued depression on the foreign markets, and to the fact that sellers here were loth to accept any considerable reduction in the prices asked, bearing in mind the profits they secured during the previous year owing to the scarcely expected demand and consequent rise in prices, and with the hope of a reaction setting in at any time. They were, however, as a general rule, doomed to disappointment, and only the favoured few who were in a position to keep in reserve parcels of hard wheat of superior quality managed to obtain higher prices.

The demand for the requirements of the famine-stricken districts, which helped to keep up prices, having gradually subsided towards the end of January, and the state of the foreign markets, besides the uncertainty as to when the prohibition of export would be raised, giving very little encouragement to exporters, there was a general fall in values. Prices at the beginning of February were:—

Articles.	Price per Quarter.	
	From—	To—
	£ s. d.	£ s. d.
Hard wheat	1 11 0	1 16 0
Winter „	1 8 2	1 12 6
Rye	1 7 3	1 8 6
Barley	0 14 11	0 17 2

and business continued so dull that by the end of April they reached:—

Articles.	Price per Quarter.	
	From—	To—
	£ s. d.	£ s. d.
Hard wheat	1 4 0	1 5 5
Winter „	1 3 3	1 6 1
Rye	0 18 4	0 19 0
Barley	0 11 6	0 13 2

During the subsequent months and until nearly the close of the navigation a slightly better feeling mostly prevailed, and there was more activity apparent, particularly in certain articles, although not to any unusual extent, and the fluctuation of prices was at no time very considerable. The principal movement was in hard wheat owing to the demand for the French and Italian markets, and a fair amount of business was done; the better qualities of this article were mostly in request, and as they were not so readily obtainable, the harvest, although abundant, having been deficient as regards quality in the higher grades, better prices were offered, as much as 2*s.* 10*d.* to 4*s.* 10*d.* per quarter more than in the month of April being eventually paid. There was likewise a very fair demand for barley, and considerable business was done, partly at an advance of about 2*s.* 3*d.* per quarter, which, however, was lost towards the closing of the navigation, the average price during the last two months of the year being 11*s.* 1*d.* per quarter. The demand for winter wheat was comparatively slack all the year round, the quantity that changed hands being considerably below the average of other years, and prices ruled low. Still less activity was noticeable in rye, and the amount exported was only 7 per cent. as compared with what was exported in 1891.

Only a moderate trade was done in linseed, the amount exported being 3,069 tons less than during the previous year. The same may be said of rapeseed, although the quantity shipped was slightly more than in 1891.

The export of flour was inconsiderable, and that of maize, buckwheat, and millet very insignificant.

The quantity of oilcake exported was considerably above the average, amounting to 1,673 tons, partly shipped to fill up steamers and partly on speculation.

As compared with the previous year, the total amount of grain and seed exported was about 248,000 tons less.

Wool. The usual quantity of merino wool found its way to this market during the past season, viz., about 17,460 tons; of these about 15,080 tons were bought up by Russian and Polish manufacturers, only about 1,746 tons being exported to England, while 635 tons still remain here in the hands of speculators. It may be observed that the exports of merino wool are yearly

decreasing, owing to the inability of exporters to offer the prices the Russian buyers are in a position to pay consequent upon the ever-increasing demand for home consumption. The prices paid were from 4¼*d.* to 5⅜*d.* per lb., some of the higher qualities fetching 5⅞*d.* per lb. towards the end of the season.

The amount of Donskoï greasy wool brought to this market during the past year was about 3,650 tons, as against 4,127 tons in 1891. The deficiency is accounted for by the fact that purchases were made in the interior to supply the demand for the northern provinces brought about by a severe loss of sheep in those parts during the winter. Of the above quantity about 160 tons were taken for home consumption, the remainder being bought by export houses. Shipments in the grease amounted to about 715 tons, exclusively to America; the remaining quantity being washed yielded about 1,905 tons, which were likewise exported, principally to the United States, excepting about 238 tons shipped partly to France and Italy, and a trifling quantity to Germany. The prices ruling during the season were from 3½*d.* to 3¾*d.* per lb., without any sudden or marked changes taking place.

The quality of the wool was somewhat below the average, the sheep having suffered for want of sufficient food during the winter, owing to the unsatisfactory hay crop of the preceding year.

The quantity of brookwashed autumn and lambswool offered for sale was about 795 tons, of which about 700 tons were secured for export to the United States, viz., about 600 tons autumns and 100 tons lambs, the remainder being sold to Russian manufacturers. A few thousand pouds of the better quality lambswool were forwarded to Moscow for sale instead of to this market, owing to the higher prices obtainable there. The prices paid here were from 5½*d.* to 6*d.* per lb.

About 160 tons autumns left over from the previous year were shipped to the United States in the spring.

Imports.

Imports.

The value of articles imported was nearly double that of the preceding year, or rather more than double if the average rate of the exchange for the year (on which the conversion in the annexed table is based) be considered, viz., 9 r. 85 c. as against 9 r. 10 c. for 1891. The most appreciable increase is apparent in agricultural machinery and tobacco, whilst certain other articles show a decrease; it should, however, be borne in mind that the returns herewith supplied do not show the actual imports, as very often large quantities of foreign goods are cleared at the custom-house in Odessa and elsewhere.

Agricultural machinery.

The year's operations have again proved very satisfactory, even more so in fact than in 1891, which was also considered a very good year. The necessary stimulus was due in this

instance to the abundant harvest in the Caucasus, and to the fact that land proprietors and farmers found themselves in a much better position financially after two consecutive years of good harvests. There was an appreciable increase in the sale of steam threshers and engines, a total of about 180 being reached, all of English manufacture, and valued 91,370*l.*; 300 horse-gear threshers were sold for 18,275*l.*, all of which as heretofore of German make. Increased sales of reapers are likewise noticeable, a scarcity of hands during harvest time having largely contributed to bring about this result, the said scarcity being due to the outbreak of cholera which drove away nearly all the labourers who had come from the northern provinces in search of work. About 1,000 American reapers were sold, valued at 25,380*l.*, and about 3,000 Russian, equal to 45,685*l.* Notwithstanding their inferior manufacture, Russian reapers continue to hold their own in competition to the imported machine, but this they owe solely to their being cheaper. As a consequence of the poor crop of hay a smaller number of mowers were disposed of, in all about 200, valued at 3,655*l.*; on the other hand, there was an increase in the sales of hay-rakes, about 500 being sold for 4,315*l.* Both mowers and hay-rakes were all of American make. The trade in ploughs was below the average, only about 9,500 being sold, of which 2,000 of foreign make valued at 11,168*l.*, and about 7,500 Russian valued at 30,457*l.* The manufacture of ploughs in these parts continues to increase, and is fast spoiling the market for foreign ploughs, an appreciable decrease being experienced in the sales of the latter every year for the last 5 or 6 years; it may, therefore, be expected that the only foreign ploughs now sold here, viz., German ploughs and a very few Swedish, will be eventually driven entirely out of the market as was the case with English ploughs.

Industries.

Local industries call for no special remark, as notwithstanding partly adverse circumstances the past year's business has been fully up to the average.

Public Works.

Another new covered market has been inaugurated, in addition to the one completed during the preceding year, and a third is in course of erection; the foundation-stone of a new cathedral church was likewise laid. The building of a quay or mole which was projected by the municipality some time ago has not yet been decided upon. Two different plans are now under consideration, and it is hoped that some decision will be finally arrived at and work begun during the current year.

Public Health.

Thanks to an unusually temperate summer, the health of

Rostov might not unreasonably have been expected to be fairly satisfactory during the past year; unfortunately, however, such was not the case owing to an outbreak of typhus fever in the spring, and to the cholera epidemic which held its sway during the greater part of the summer.

Typhus. Typhus fever broke out about the beginning of March among the unemployed labourers who collected here during the winter, coming from the famine-stricken districts in the northern provinces of Russia in search of work. The infection was evidently brought by some of these labourers from certain of the said districts where typhus had been raging, and various circumstances tended to engender and facilitate the dissemination of the disease here. To begin with, the weather was very inclement, snow and frosts alternating with rain and cold winds; then again, work for any but skilled hands being unobtainable, the labourers were almost destitute, notwithstanding the efforts made by the local benevolent societies to alleviate the distress; and lastly, the overcrowding of the refuges and common lodging-houses, where the unemployed mostly congregated, could not but be favourable to the outbreak of the disease, the more so as owing to their destitution the majority of the labourers were very meagrely nourished, physically enfeebled, and morally dejected. However, prompt measures having been taken by the authorities at the outset, such as appointing doctors to visit regularly all refuges and lodging-houses and examine their occupants, and setting apart a special building on the outskirts of the town for the reception of all patients, the epidemic was got under and effectually stamped out by the end of April. There were in all about 200 cases with a mortality of 5 per cent., exclusively among the class of labourers mentioned; unfortunately several of the doctors and assistants detailed to attend on the patients were taken ill, and of these two doctors and one assistant died.

Cholera. The first cases of cholera in this town were reported on the July 1 (O.S.), and the epidemic raged with great severity during the whole of the month, the daily average number of cases being 90 and of deaths 39; but about the beginning of August a gradual abatement was perceptible, and by September 2 (O.S.) the disease had already lost its epidemic form, only a few sporadic cases occurring up to September 15 (O.S.) when the town was declared free from cholera. In all 3,225 cases and 1,415 deaths were recorded during the whole period of the epidemic. The measures taken by the authorities with a view to minimizing the evil were fairly satisfactory, and being carried out in time undoubtedly proved efficacious. Strenuous efforts were made to improve the sanitary condition of the town, new and most stringent regulations being issued in connection with cleansing of drains and courtyards, the clearing of dust-heaps, &c., and such regulations being strictly enforced; the frequent use of disinfectants was likewise made obligatory and other precautionary measures applied. Several buildings

were set apart for receiving and a special staff of doctors and assistants appointed to attend to all cholera patients; further, the existing police districts were subdivided and a doctor appointed to each subdivision for the purpose of bringing medical advice within the reach of all classes, and to allow of cases being attended to with the least possible delay. The principal sufferers in the epidemic were the lower classes, and the cases of individuals who had been addicted to any kind of excesses, particularly in either eating or drinking, almost invariably proved fatal; among the better classes comparatively few cases occurred and the percentage of those who succumbed was insignificant.

In the adjacent town of Nahitchevan, which, being more sparsely populated and having less traffic and bustle than Rostov, is cleaner and considered healthier, cholera appeared somewhat later, and its effects were slightly less disastrous.

On the contrary, the villages within the consular district fared very badly, and the death rate from cholera was very high, this being especially the case in the villages situated on the opposite side of the River Don, and within easy distance of Rostov. Assistance was promptly organised and the necessary arrangements made, but owing to the ignorance and superstitiousness of the people they scarcely had the desired effect, and conduced to the improvement of the situation only to a very slight extent. As regards the number of cases and deaths, no reliable statistics are forthcoming.

Cattle Plague.

Although the disease had been raging since the winter in the Stavropol government and Kuban territory, and later in the Don territory, it was only reported as having broken out in the Rostov district in August, and this in a small hamlet in the environs of the town from where it soon disappeared, as all the cattle within reach were destroyed. However, at about the same time it showed itself in other parts of the district, and, spreading, infected the whole district in a very short space of time. As a means of stopping or preventing the spread of the disease, killing the cattle affected was resorted to at the outset, but soon had to be abandoned as the greater part of the fund provided for the compensation of owners of such cattle was exhausted very quickly, owing in a measure also to the demands made upon it during the first part of the year for similar compensation to owners in the Don territory. Subsequently recourse was had to isolation of the diseased cattle and quarantine was established for cattle from the infected parts; these measures eventually restricted to a considerable extent the spreading of the disease. From the outbreak in August and until the close of the year it is estimated that about 8,000 cases occurred, and of these 3,800 ended fatally, this number includ-

ing the animals destroyed; the disease, although still existing in the district is, according to the latest reports, now rapidly diminishing. In the town of Rostov about 140 cases were reported, of which number about 40 proved fatal, but at the present time the town has been declared entirely free from the disease.

RETURN of the Principal Articles of Import to Rostov-on-Don during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Agricultural machinery	Tons ...	1,003	37,478	743	13,578
Machinery, sundry and tools ...	,, ...	214	8,244	199	4,950
Ironware	,, ...	71	1,902	82	1,132
Tobacco	Lbs. ...	162,648	13,554	98,560	7,025
Tea	,, ...	223,596	10,931	212,800	13,090
Coffee	,, ...	...	...	29,120	781
Wine (in casks)	Tons ...	5	617	7	276
,, (in bottles)	Number ...	2,036		...	...
Oil	Tons	431	6,776	4	138
Resin...	,, ...	...	...	506	2,245
Nuts and almonds	,, ...	391	3,952	175	1,308
Total	...	...	83,454	...	44,533

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RUSSIA.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF ST. PETERSBURG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1119

Presented to both Houses of Parliament by Command of Her Majesty,
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1198.	Nice	1½d.	1258.	Tientsin	1d.
1199.	Kiungchow	1½d.	1259.	Port Said	1d.
1200.	Aleppo	1d.	1260.	Hiogo and Osaka	2½d.
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1202.	Swatow	1d.	1262.	Samoa	½d.
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1204.	Syra	1d.	1264.	Jeddah	1d.
1205.	New Orleans	2½d.	1265.	Vienna	3d.
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RUSSIA.

ST. PETERSBURG.

Consul J. Michell to the Earl of Rosebery.

My Lord, *St. Petersburg, June* 7, 1893.

I HAVE the honour to forward herewith to your Lordship my Report on the Trade, Navigation, &c., of this District for 1892, accompanied by Reports of the British Vice-Consuls at Abo, Archangel, Cronstadt, Helsingfors, Moscow, and Reval for the same year.

Owing, unfortunately, to illness I have not been able to supply this Report earlier.

I have, &c.
(Signed) JOHN MICHELL.

Report on the Trade, Navigation, &c., of the Consular District of St. Petersburg for the Year 1892.

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Introduction.

The year 1892 was for Russia in many respects a disastrous one. It was ushered in with wide-spread anxiety, called forth by such a failure of the grain crops as had not occurred for many years past in the country, and which necessitated strained efforts for the alimentation of the starving population of the provinces and districts stricken by famine. This grave state of things was further intensified by the outbreak of an epidemic of cholera which spread through the country and which carried off nearly 300,000 victims, inflicting bodily suffering on as many more. The economic condition of Russia, undermined in preceding years, received a further shock which resulted in financial difficulties and required the imposition of a series of new taxes. It was in combating these disastrous phenomena that both the Government and the community at large were mostly employed during the past year.

Foreign European trade of Russia.

There was a serious diminution in the bulk of the foreign European trade of Russia in 1892 which was valued at 75,349,801*l.*, as against 102,312,044*l.* in 1891. The whole of this decrease, as is visible from Appendix A, took place under the head of exports, which fell from 76,309,932*l.*, at which they were estimated in 1891, to 47,569,304*l.* in 1892, or 36 per cent., a circumstance which is entirely attributable to the unfavourable results of the harvest of 1891 and the consequent high prices of grain in the native markets, as also to the prohibition of the export of bread-stuffs which extended over the greater part of the first 6 months of the year.

With regard to the value of the goods imported into European Russia, an augmentation of 5·3 per cent. is perceptible compared with the preceding year.

The following statement, expressed for convenience of comparison in roubles, the rates of exchange having been different during the triennial period embraced by it, gives at a glance the comparative values of exports and imports of European Russia during 1890-92:—

EXPORTS.

Year.	Million Paper Roubles.				
	Food Products.	Raw and Half-worked Materials.	Animals.	Manufactures.	Total.
1890 ..	384	270	11	22	687
1891 ..	413	246	16	25	700½
1892 ..	199	232	15	23½	470

IMPORTS.

Year.	Million Paper Roubles.				
	Food Products.	Raw and Half-worked Materials.	Animals.	Manufactures.	Total.
1890 ..	62½	245½	1	75	384
1891 ..	56½	216	1	75	348½
1892 ..	55½	236	1	75	367

Exports of European Russia.

From the foregoing statement it will be seen that the chief diminution of exports took place under the head of food products. There was also a considerable decrease in the exportation of corn brandy and sugar, of the former owing partly to the temporary withdrawal of bounty on exportation, as also to a diminished demand for the commodity in the Spanish market; and of the latter amounting to no less than 77 per cent. in consequence of the unfavourable beet crop of 1892. There was also a large falling-off in the exportation of eggs in which the trade had been progressively increasing for several years. Somewhat larger quantities of Russian tobacco and of wine were exported.

Importation of European Russia.

There was an increased importation of raw cotton, tea (chiefly by land through Irkutsk), of coffee and herrings, which latter, owing to their low price, were able to compete in Russia with the herrings of Astrakhan. Under the heads of artificial manures, saltpetre, sulphur, acids and chemical products generally, excepting sulphuric acid, larger quantities were imported than during the preceding year, as was also the case with raw metals of all descriptions and machinery. On the other hand there was a decrease in the importation of hops, the native article gradually supplanting its foreign rival, wines, coals and coke, palm and other oils. Compared with 1890 the imports in 1892 showed a very considerable decrease, but the greater importation in that year was mostly due to the anticipated increase of duties under the Russian tariff.

The decrease in the importation of foreign goods is generally a source of extreme satisfaction to protectionists in this country, who, however, fail to see that a restriction of imports by the imposition of protective duties, some of which are of a prohibitory character, implies an eventual restriction of the sale of Russian products abroad, either by the process of retaliation or by trade finding channels more favourable to mutual trading relations.

While the value of goods exported during the last 11 years, although showing some vacillation, remained nearly the same, that of imported merchandise shows a diminution of more than 30 per cent. as compared with 1882–84. This decrease is almost entirely due to the operation of the Russian customs tariff, the rates under which have been progressively raised for several years. The excessive nature of the customs receipts may be estimated by the customs receipts.

In 1882 these receipts, under an importation valued at 556,000,000 r. (55,600,000*l.*), yielded 98,000,000 r. (9,800,000*l.*), which sum constitutes about 18 per cent. on the value of the goods imported in 1891 with an importation computed at 379,000,000 r. (37,900,000*l.*), the customs revenue amounted to 130,000,000 r. (13,000,000*l.*), or about 32¾ per cent. ad valorem.

According to the returns of the Russian Customs Department the value of the direct trade between Great Britain and its dependencies and the whole of the Russian Empire during the period of 1891–82 was as follows:—

Year.	Exports from Russian Empire to Great Britain.	Imports from Great Britain to Russian Empire.
	Paper Roubles.	Paper Roubles.
1891	179,905,098	83 059,805
1890	203,662,673	92,971,989
1889	274,377,376	100,704,545
1888	286,379,555	101,222,900
1887	185,979,781	94,757,165
1886	143,933,697	110,071,296
1885	157,793,817	96,400,659
1884	154,401,903	124,069,976
1883	210,819,099	136,033,859
1882	210,098,843	124,670,603

With regard to the value of Russian imports, as given in the foregoing table, it should be borne in mind that while the value of Russian exports is calculated on the basis of the actual cost of the exported commodities in the Russian market, the value of the former includes the amount of customs duties levied on them, together with freight and other charges. Their value, therefore, will be considerably reduced and show a still greater relative disproportion to that of Russian exports. The net value of the imports from Great Britain, for instance, in 1891 (the latest year for which details are given) may be taken not as 83,059.805 r. as computed by the Customs Department, but at 35 per cent. less, or really at about 54,000,000 r.

Trade of St. Petersburg: Exports.

In consequence of the failure of the harvest of 1891, the results of which were still felt in 1892, the export trade of St. Petersburg showed (vide Appendix D) a considerable diminution under many heads of goods as compared with the preceding year. This diminution was especially great in wheat, oats, rye, linseed, hemp, wool, and corn brandy. The only increase of exported goods from St. Petersburg took place under the head of timber and flax. The direct export trade from St. Petersburg to the United Kingdom was also much smaller as compared with 1891 and the three preceding years

As it appears from Appendix E, the quantity of wheat shipped last summer to Great Britain from this port was almost nil, the exportation of oats, linseed, oilcake, and wool having also fallen off considerably. It is only under the head of timber goods and crash, or sacking, that any considerable increase is apparent.

Imports.

The value of the whole export trade of St. Petersburg amounted, in 1891, to 75,117,527 r.* (8,059,485*l.*). The figures of the trade for 1892 are not yet available.

On reference to Appendix F, it will be seen that tea, coffee, wine, herrings, coals and coke, sheet-iron, lead, iron and steel in manufactures, raw cotton, and jute were imported at St. Petersburg in 1892 in larger quantities (especially cotton) than in 1891. On the other hand, oranges and lemons, chemical products, olive oil, iron in bars and plates, machinery, and wool were imported in comparatively diminished quantities.

As the Russian Customs Department will publish the full particulars of the foreign trade of Russia for the last year only in the approaching autumn, no particulars can, unfortunately, be given here of the extent of the importation of British goods at St. Petersburg in 1892.

According to the latest complete Russian customs returns the value of the whole import trade of St. Petersburg and Cronstadt

* The total value of the whole export trade of St. Petersburg and Cronstadt during the years 1891–85 was as follows:—

Year.	St. Petersburg.	Cronstadt.	Total.	Relation to Export Trade of the whole of the Empire.
	Paper Roubles.	Paper Roubles.	Paper Roubles.	Per cent.
1892	Not yet published.		..	..
1891	67,586,590	7,530,937	75,117,527	10·4
1890	66,661,970	17,715,000	84,377,000	11·9
1889	58,231,000	12,583,000	70,814,000	10·3
1888	60,853,000	5,239,000	66,092,000	9·0
1887	55,262,000	4,501,000	59,763,000	10·5
1886	59,001,000	4,229,000	63,230,000	14·5
1885	57,186,000	5,438,000	62,624,000	12·6

with all countries amounted, in 1891, to 73,181,402 r.* (7,851,755*l.*).

I am informed by a St. Petersburg representative of a large firm of machine makers in England that during the past year the business done in cotton spinning and weaving machinery in this part of Russia was nearly the same as in the year immediately preceding. No new mills were established, and only a small quantity of machinery was imported for the current requirement of existing mills. It was expected in the early part of the year that some new spinning mills would be started at St. Petersburg, but these expectations were not realised. It is satisfactory to note that English cotton machinery still holds the lead in Russia. **British cotton and paper machinery.**

With regard to paper mills, I regret to say that very little or no machinery came from Great Britain; a small quantity was imported from Germany. The State Paper Printing Establishment received one new paper-making machine from a German firm.

For hardware and ironmongery, cutlery, and locksmiths' work of British make there is but a limited sale here, owing chiefly to the high rates of duty to which these goods are subjected, and which practically excludes them out of the market. They are also to a great extent driven out of the native market by Russian Tula goods, and especially by those of German make of an inferior class, but comparatively cheap. An old English firm that had dealt in these articles at St. Petersburg for many years was obliged to discontinue its business not long ago, owing to the decay of its trade. Another English house in this trade still continues its operations at St. Petersburg. **Hardware and iron goods.**

For English bicycles there is a good demand here, those of German make, though cheaper, being less in repute. **Bicycles.** While the grain trade languished at St. Petersburg during the past navigation season, the business in timber goods was a brisk one. The quantity of deals exported from Cronstadt consisted of 1,271,274 standard dozens, as compared with 1,093,537 standard dozens in 1891. An increased exportation of rickers and spars and of lathwood also marked the operations of the season. The shipment of deals to the United Kingdom amounted to 819,414 standard

* The following are the figures of this import trade for the years 1891–85:—

Year.	St. Petersburg.	Cronstadt.	Total.	Relation to Import Trade of the whole of the Empire.
	Paper Roubles.	Paper Roubles.	Paper Roubles.	Per cent.
1891	72,332,470	848,931	73,181,401	19·3
1890	84,323,000	364,000	84,687,000	16·3
1889	67,903,000	3,513,000	71,416,000	19·1
1888	59,478,000	681,000	60,159,000	18·0
1887	58,735,000	1,763,000	60,498,000	18·1
1886	59,060,000	1,262,000	60,322,000	15·7
1885	53,661,000	954,000	54,615,000	14·1

dozens, or 120,170 standard dozens more than in the preceding year. The value of all the timber goods exported from this port to all countries during the past year is estimated by the Russian Customs Department at 950,300*l.*, as compared with 804,258*l.* in 1891.

Sawmills. The greater part of the saw-mills are situated in the provinces of Olonetsk, Novgorod, Vologda, Yaroslav, Pskov, and St. Petersburg, where the trees are converted into deals and then floated down the different waterways to St. Petersburg. Only a comparatively small quantity of trees finds conversion into deals at St. Petersburg – about 200,000 dozens.

Forests. The destruction of forests in all the above-named provinces is proceeding at such a very rapid rate that the enforcement of the forest law of 1888 in those parts of the Empire is very desirable. It is expected that when this law comes into operation the exportation of Russian timber from St. Petersburg and Cronstadt will be reduced to half its present dimensions.

Flax trade. The whole quantity of flax exported from Russia in 1892 was 194,322 tons, as against 182,774 tons in 1891, showing an increase of 6·3 per cent. The increased exportation of flax is said not to have been attributable to the abundant crop of 1892, seeing that increased shipments took place only during the first 3 months of the year, those during the latter falling comparatively below the exports of the preceding year, but entirely to an increased demand abroad, accompanied by a rise of prices. Stocks from former years, and the whole of the crop of 1891, were exported at the beginning of the year and towards autumn. All the principal flax markets proved at the end of the year to have been exhausted.

According to statistics published by the Central Statistical Committee of St. Petersburg the crop of flax in 1892 of the whole of the Russian Empire, excepting the region of the Trans-Caucasus, yielded 17,231,123 pouds (277,921 tons); the yield in 1891, 1890, and 1889 having been respectively 251,503 tons, 292,762 tons, and 315,865 tons. It would thus appear that the flax crop of 1892 was below that of 1891. Out of the 12 provinces which form the flax-growing area of Russia, the yield was greater in 1892 than in 1889 only in five of these provinces, while in the remaining seven the decrease in the crop was more or less considerable. It should also be borne in mind that increased crops were only obtained in those provinces in which flax is grown for seed and where the fibre has no value in the market.

The quantity of flax shipped in 1892 from St. Petersburg to ports in the United Kingdom was rather less than that exported in 1891. A large quantity, however, was despatched in the winter by rail to Reval and thence shipped to Great Britain. The total quantity of flax exported from St. Petersburg during the past year to all countries reached 45,564 tons, and 1,169 tons of tow and codilla. The former is the largest quantity of flax despatched from St. Petersburg during the last 12 years, with the exception of 1888, when the export of the article in question from St. Petersburg attained 48,388 tons.

The following are the particular kinds and quantities of flax despatched from St. Petersburg by land and water in 1892, as compared with 1891:—

Description.	Quantity.	
	1892.	1891.
	Tons.	Tons.
Water-rotten flax—		
Pavski, Luga, and Soletski	4,047	3,640
Pskov, Tchuhonski, and Korelski	4,865	5,134
Dew-rotten flax—		
Rjev, Yaropolski	12,017	8,029
Kashin and Krasnoholmsky	6,100	6,270
Grazovetsky and Vologda	5,621	4,006
Bejetski and Gospodski	5,490	5,490
Poshehonski and Uletski	2,371	2,857
Kostromskoi and Nerekhtski	1,495	1,275
Yaroslav and Slobodsky	1,235	2,135
Sibirski and Kamski	969	1,467
Various	496	663
Combed	346	193
Dressed unrotted flax—		
Rjev, Yaropolski	152	282
Melenkof and Murom	60	..
Total	45,264	41,441

Increase of duty on raw cotton.

With the view of encouraging the cultivation of cotton in the Khanates of Central Asia, as also for fiscal purposes, early in the year 1892 the duty on raw cotton imported by sea into the country was raised from 1 r. 20 c. to 1 r. 40 c., gold, per poud (13*s.* 10*d.* per cwt.), and that on cotton brought to Russia by land from 1 r. 35 c., gold, to 1 r. 55 c., gold, per poud (15*s.* 3*d.* per cwt.).

Premium on exported Russian cotton manufactures.

At the same time, to enable Russian manufacturers to compete with their rivals in the European and especially the Asiatic markets, which competition was, it is alleged, rendered almost impossible by reason of the heavy duties imposed on the raw material, the Government decided on establishing a premium on all Russian cotton goods exported abroad, extending approximately to the amount of the duty imposed on the raw material out of which they were made.

The scale of the premium was as follows:—

(*a*) 1 r. 50 c., gold, per poud (14*s.* 9*d.* per cwt.) on yarn and tissues, bleached and unbleached.

(*b*) 1 r. 70 c., gold, per poud (16*s.* 9*d.* per cwt.) on yarn and tissues, dyed and printed (excepting those dyed in Andrianople red colour).

(*c*) 2 r., gold, per poud (19*s.* 8*d.* per cwt.) on yarn and tissues dyed in Adrianople red colour.

It is yet too early to express an opinion as to whether this measure will have the desired effect of securing for Russian manufacturers of cotton goods a greater sale for their commodities

in the European markets and in those of China, Turkey, Persia, Central Asia, &c.

The Russian, especially the Moscow, cotton manufacturer is not satisfied with a moderate profit, say, of 5 per cent. He generally expects to realise from 15 per cent. to 20 per cent., and even more, on his trading operations, without the prospect of which (and to which he has, moreover, thanks to the excessive protection, been long accustomed) he will not make any venture that does not remunerate him on the above inordinate scale.

The preliminary statistics of the foreign trade of Russia, published by the Customs Department, afford, as yet, no information as to the extent to which Russian cotton manufacturers availed themselves in 1892 of the established premium on goods exported by them to Asiatic countries. The data available for the European export trade for that year show that the value of Russian printed goods exported to European countries was smaller in 1892 than in 1891 by 4,900*l.* Up to 1891 the market for Russian cotton manufacturers was mostly confined to European Russia and the Grand Duchy of Finland. In May, 1891, the value of the whole Russian trade with Asiatic countries in cotton goods amounted only to 3,991,364 r. (399,136*l.*), while their exportation to all countries, European and Asiatic, during that year was estimated only at 649,764*l.*

Comparative cost of production of English and Russian cotton manufactories.

In defence of the want of success which the Russian cotton manufacturer has hitherto met with in the sale of his goods when competing in foreign European and Asiatic markets, their failure in this respect is attributed to greater cost of production. This Mr. Anofrieff endeavoured to prove in an interesting paper read by him a short time ago in Moscow before the Society for Improving and Developing Russian Manufactures. Comparing the outlays of an English cotton mill with a Russian establishment of the same kind in the Moscow district he came to the following conclusions, his calculations being based on the expenditure in England and Russia respectively per 1,000 spindles:—

Description.	Russian Mill.	English Mill.	Difference in favour of English Mill.
	Roubles.	Roubles.	Roubles.
Cost of construction	32,000	11,990	20,010
„ fuel	501	171	330
„ repairs	148	62	86
„ insurance	125	29	96
Amortisation	833	382	451
Incidental expenses	520	14	506
Salaries and wages	1,413	1,317	96
Maintenance of workmen ..	123	123	..
Miscellaneous outlays	622	128	494
Total	36,285	14,216	22,069

In addition to the above cost of production, which bears so heavily on the Russian cotton manufacturer, he was obliged to pay, ab initio, a high duty on cotton. With the establishment of the premiums above referred to, which place him on an equality with his British rival in the matter of duty, he will still be heavily weighted and be unable to compete either in European or Asiatic markets, if Mr. Anofrieff's calculations be correct, in view of the excessive cost of the production of his wares in Russia, until he obtains cheaper fuel and reduces the other charges which place him at a disadvantage with his British and other competitors. Needless to say, that in the native market he has until very recently had it all his own way. Now, however, he is even there threatened if not with entire discomfiture, then at all events, with very serious rivalry by the Russo-Polish manufacturers of Lodz, whose productions are finding a more and more extended sale in Russia, and who have found a favourable sale for them even in the Khanates of Central Asia.

Cholera at St. Petersburg.

The first cases of cholera occurred at St. Petersburg on August 2, and the disease, which rapidly assumed an epidemic form, lasted to the end of the year. In all there were 4,427 seizures, of which 1,374, or 31 per cent., proved fatal. The epidemic was to a great extent confined to those quarters of the town in which the badly housed and poorly fed working classes are most numerous. More specially active was the spread of the disease among the working population and lower middle class inhabiting the Vassilli Ostroff, a part of the town which, unlike the quarters of the city situated on the mainland, still continues to be supplied with unfiltered water from the River Neva.

In anticipation of an outbreak of cholera at St. Petersburg, vigorous measures were early adopted by the municipal and police authorities of the town for placing it as far as possible on a satisfactory sanitary footing, and special hospitals on the barrack system were established, committees of inspection were organised who made house to house visitations, scrutinising drains, cess-pools and dust-bins, enjoining the liberal use of disinfectants, &c. Boiled water for drinking purposes was provided in the streets, and cheap tea sheds were established for the poor in many parts of the town. Householders who failed to obey the orders of the sanitary inspectors were heavily fined by magistrates as soon as complaints were lodged against them. Apartments in which cholera cases had occurred were carefully disinfected by members of the medical police, and several houses in which numerous cases of the disease had broken out, and which proved their unsanitary condition, were entirely closed and not allowed to be re-occupied until they had been brought into a healthy state for habitation by their proprietors. It is to all these vigorous precautionary measures combined that St. Petersburg escaped so comparatively lightly as it did from the epidemic of last summer.

It is satisfactory to note that only two British subjects (one a baby in arms) fell victims to the disease in this city.

According to the returns of the Central Medical Department

551,372 cases of cholera occurred to November 1 last throughout the Russian Empire, of which 267,288, or 48·4 per cent., proved fatal. Since the above date no further complete returns of the progress of the epidemic, which has prevailed all through the winter in some parts, especially along the western frontier of Russia, have yet been published.

Lepers in the Province of St. Petersburg.

Although much attention has been directed to the lepers of Yakutsk and the sympathy of the whole of Europe evoked on their behalf by Miss Marsden, it is noticed in the Russian Press that the lepers of the province of St. Petersburg have received but little medical and pecuniary relief. Doctor Prokhoroff, in a letter addressed to the "Novoe Vremya" newspaper in November last, states that in the course of his practice, extending only over a few years, he had come across 30 cases of this disease, coming from 16 villages of the district of Yamburg, not many miles distant from the capital, and that his colleague Doctor Petersen had met with eight similar cases in the districts of Gdov and Tsarskoe Selo of the same province of St. Petersburg.

Cases of leprosy are said to be also of no rare occurrence in the Baltic provinces.

Now that the existence of leprosy so near St. Petersburg has been established beyond doubt, it is to be hoped the necessary measures will be taken by the medical authorities for their isolation and treatment.

British Colony and foreigners at St. Petersburg.

According to a census of the population of St. Petersburg taken on December 27, 1890, full statistics of which have but only recently been published, the British Colony of St. Petersburg numbered at the above date 1,940 persons of both sexes and all ages. The foreign population of the city was found to consist of 24 distinct nationalities and to number in all 22,780 persons, out of a total number of 954,400 inhabitants of both sexes. In addition to the above British population the foreign element of St. Petersburg is represented, according to the above returns, by 13,274 Germans, 2,100 French citizens, 1,325 Austrians, 1,215 Swiss, 1,115 Swedes and Norwegians, 458 Italians, 142 citizens of the United States of North America, the remainder consisting of Bulgarians, Servians, Turks, Persians, Greeks, Chinese, Japanese and others, who numerically are insignificant, being in groups varying from 100 to 2 individuals.

Industrial statistics.

It appears from the reports of inspectors of factories that there were, in 1892, 288 large manufactories, iron and other works at St. Petersburg, employing a capital of 164,583,000 r. (16,458,300*l.*), and earning profits to the amount of 10,147,000 r. (1,014,700*l.*). The above industrial establishments do not, however, include 44 distilleries, breweries, sugar refineries, and tobacco manufactories, respecting the operations of which no particulars have as yet been published. There are in addition to these large establishments 3,185 large workshops, with a turnover of 43,585,740 r. (4,358,574*l.*), and gaining a yearly profit of 3,590,133 r. (359,013*l.*). The returns do not likewise include 283 small trade establishments which pay no industrial tax owing to their small turnover.

In addition to all the above there exist 25,116 establishments, of which number 4,534 are employed in the sale of articles of food; these concerns employ a capital of 35,905,000 r. (3,590,500*l.*), and earn a yearly profit of 4,834,000 r. (483,400*l.*). The restaurants, buffets, hotels, &c., number 1,618, with a capital of 16,888,000 r. (1,688,800*l.*) and profits amounting to 1,676,180 r. (167,618*l.*). The existing 710 wine and spirit cellars have a turnover of 19,302,000 r. (1,930,200*l.*), with earnings reaching 1,108,000 r. (110,800*l.*).

The establishments in which the most capital is employed consist of banks, financial agencies, money dealers and changers; of establishments of this class there are 471 with an invested capital of 1,412,280,000 r. (141,228,000*l.*) and an income of 17,988,000 r. (1,798,800*l.*). Pawnbrokers number only 14 in the whole of St. Petersburg.

British shipping at Cronstadt and St. Petersburg.

The navigation season of 1892 opened at Cronstadt on May 8 and closed on November 28, lasting thus 205 days, or 2 days less than the average length of duration of open water at the port of the last 5 years. In all 610 British vessels visited the ports of St. Petersburg and Cronstadt during the season with registered tonnage of 580,259 tons and crews numbering 11,496 men. Compared with the number of British ships that visited the port during the season immediately preceding there was an increase in 1892 of 47 vessels and 45,670 tons, attributable almost entirely to a greater importation of coals at Cronstadt. At the same time the general tonnage of vessels of all nations showed an increase of 28,792 tons as compared with 1891, although in number there was a decrease of 79 vessels. (Appendix G.)

From the annexed statement (Appendix G) of vessels of all nations that loaded and discharged at St. Petersburg and Cronstadt in 1892 it would appear that the relative tonnage of British vessels was 58·8 per cent. or 2·2 per cent. in excess of 1891.

The amount of British tonnage for all the ports of this Consular District in 1892 was 964,903 tons as compared with 947,331 tons in 1891 (Appendix H).

In all 514 steamers and 227 sailing vessels of all nations proceeded through the sea canal direct to St. Petersburg, and after discharging there some returned to Cronstadt for loading, while 527 steamers and 125 sailing vessels stopped at Cronstadt to discharge, after which they proceeded to St. Petersburg to take in cargo. It may be observed that the majority of the vessels which discharged at Cronstadt were laden with coals, and those which loaded at the latter port took in almost exclusively timber goods.

During the course of the last navigation season 1,393 vessels steam and sailing, of all nationalities, visited the ports of St. Petersburg and Cronstadt, leaving part with cargo and part empty or in ballast for the following countries:—

Country.	Number of Vessels.
For Great Britain	433
Germany	169
Sweden	203
Norway	16
Denmark	67
Holland	63
Belgium	20
France	45
America	2
Russian Baltic ports	321
Black and White Seas and Pacific ..	34
Wintered at St. Petersburg	20
Total	1,393

Canal.

The Cronstadt–St. Petersburg Sea Canal was used by a greater number of vessels last year than during the preceding navigation season, yet but little was done to enlarge the accommodation at the end of it, viz., at the new port, or Gutuyevsk Harbour, for sea-going vessels. The only measure taken in the direction of facilitating the discharge and loading of goods in this locality was the construction of a basin in proximity with the eastern dam of the canal for barges and lighters, 50 fathoms in length and 375 fathoms in breadth, the basin being at the same time connected at the back with the upper portion of the Neva within the precincts of the town by means of a canal navigable by barges and the Ekaterinhof River, which communicates with the Obvodny and other canals.

In view of the threatened partial closing of Cronstadt in 1895 as a commercial harbour by the exclusion of merchant vessels from the middle mole, the question of increasing the want of space at the new port of St. Petersburg has now at last assumed a practical form. A special commission was appointed by the Minister of Finances, under the presidency of M. Ivaschenkov, Director of the Department of Trade and Industry, to study and report on the matter. The commission finished its labours in December last and has made the following recommendations which, though not yet confirmed by the Council of the Empire, will in all likelihood be adopted without any delay in their main features :—

Harbour.

1. That an additional commercial harbour, as projected by the Minister of Public Works, be constructed at the St. Petersburg entrance to the sea canal with a depth of 22 feet and capable of berthing from 25 to 30 large vessels, and that it be completed by 1895.

2. That for the purpose of defraying the cost of construction of this new harbour, which is estimated at 100,000*l.*,* and for its maintenance, as also for the extension and maintenance of existing

* 50,000*l.* to be spent on the work in 1893.

works at the New Port, a rate varying from ½ c. to 1 c. per lb. be levied in favour of the Crown on all goods discharged and loaded at St. Petersburg and Cronstadt.

The lower rate of ½ c. will be imposed on such articles as coals, chalk, gypsum, grain, flour, timber, raw metals, and the higher rate of 1 c. on all goods of greater value.

The newly projected harbour is intended chiefly for vessels importing coals and loading grain and timber, and will adjoin the main northern branch of the sea canal at the termination of the left sea wall, being at the same time protected on the south-east by a recently constructed transverse dam.

The basin for small craft being in the vicinity of this harbour, where a deal wharf will also be established, every facility will be afforded for the discharging and loading of vessels, and Cronstadt, as a commercial "entrepôt," must almost entirely cease to exist.

That port, it must be foreseen, will then continue to be used only by vessels importing coal, &c., for the Russian navy, and by those which, drawing when fully laden more than 20½ feet of water, the present maximum depth of the canal being 22 feet, from which an allowance of 1½ foot under the keel must be deducted, must partly unload at Cronstadt before being able to proceed to St. Petersburg, returning also to Cronstadt from the latter place to complete cargo for the same reason.

In the event, however, of the deepening of the canal, which is quite possible, such part breaking of bulk at Cronstadt and completion of loading thereat will be rendered unnecessary, and the triumph of St. Petersburg over its former rival will then be almost complete.

At the same time another circumstance in favour of Cronstadt is that, as the navigation season at Cronstadt closes generally about a week later than that of St. Petersburg, vessels at the end of the season will always prefer to complete their unloading or loading at the former port for fear of being frozen up at St. Petersburg.

In connection with the subject of the future of the port of St. Petersburg, it may be stated that the scheme projected by the municipal authorities of Cronstadt, and referred to in my last report, for the construction of a harbour for lighters and other small craft close to the Merchants' Mole, and in the direction of the so-called citadel pier, has apparently obtained no support on the part of the Government, whose pecuniary aid for its realisation was sought, as it has received no practical development.

Pilotage in River Neva.

The employment of non-licensed pilots of vessels ascending and descending the River Neva and passing through its bridges is now finally forbidden, the corporation of St. Petersburg pilots being alone authorised to discharge these duties under a fixed scale of charges. These rates do not differ much from those which were formerly paid to volunteer pilots, and are as follows:—

For pilotage for each passage up and down through the Nicholas Bridge, 2 c. per last,* net capacity.

* 1 last = 2 tons.

For each passage up and down through the Palace Bridge, 2 c. per last, net capacity.

For each passage up and down through the Troitzki Bridge, 1 c. per last, net capacity.

For each passage up and down the river through the Alexander Bridge, 1 c. per last, net capacity.

Under the decision of the Council of the Empire legalising the above rates, the estuary of the Neva, to which the activity of the St. Petersburg Government Pilot Association is confined under their statutes, has been established as extending to the Alexander Bridge, below which point the main stream of the river bifurcates. The important points in this decision lie in the imposition of fixed pilotage rates, which had not been hitherto legally established, and formed a matter of serious misunderstanding, and in the determination of the estuary of the Neva, as extending to the Alexander Bridge, a point which had also hitherto been disputed by the municipal authorities of St. Petersburg. It is to be hoped, now that these questions have been legislatively settled, that no further disputes will arise between shipowners and the naval authorities, and that the Government pilots of St. Petersburg will show that they do really possess the necessary professional knowledge and dexterity for conducting vessels safely through the St. Petersburg bridges, respecting which requirements doubts had been entertained by those interested in shipping at St. Petersburg and elsewhere. A frequent source of complaint on the part of shipmasters and shipping agents last season, when the compulsory engagement of Government pilots began to be enforced, was the non-timely appearance of the pilots in question to conduct vessels through these bridges at night. In all probability the local authorities will now take the necessary measures for removing all the legitimate complaints, and they were numerous, which existed under this head last year.

Mr. Vice-Consul James Whishaw has supplied me with the following report on freights at St. Petersburg and Cronstadt during the past year :—

Very little need be said about this disastrous season. The navigation opened under most gloomy circumstances, as the prohibitions on the export of grain were still in force.

Towards the end of May (o.s.) an Imperial Ukase was issued allowing the export of all cereals, rye, rye-flour, and bran excepted. Unfortunately but little use could be made of the permission to ship, there being almost nothing available for export. During the last days of June (o.s.) small fixtures were made—

Port.	Price per Quarter.	Remarks.
	d.	
London	10½	Wheat basis, other grain and seed in proportion as per London and Baltic printed scales.
Hull..	9	
Leith	9	

On July 14–26 freights advanced 1½*d.* per quarter, and in a few days a still further improvement took place as far as London was concerned, 4 steamers being chartered at 1*s.* 1½*d.* This was the highest point reached, and towards the end of July (o.s.) rates again declined, and till the close of the season shippers had no difficulty in securing room for their parcels at the extremely low freights of from 10½*d.* to 1*s.* London, Hull, and Leith being 1½*d.* per quarter lower. Nothing was done for the continent, and when the prohibition as regards rye was removed there was no possibility of doing business in that article owing to its rise in price here.

Flax.

There was a fair business in this trade, and steamers fixed on contract did fairly well in securing—

Port.	Articles.	Per Ton.	Per Last of 60 Pouds.	Remarks.
		£ *s.* *d.*	Francs.	
Scotland	Flax	0 17 6	..	
	Packed tow ..	1 5 0	..	
Dunkirk and Ghent ..	Flax	..	24	
	Tow	..	..	In proportion.

Timber.

All kind of timber was plentiful, and the regular liners were kept running almost entirely by the supply of deals, battens, boards, rickers, pit-props, &c. Rates on deals varied from 17*s.* 6*d.* to 1*l.* per standard 100 for London, Hull, and Leith, and other kinds of timber paid proportionately low rates.

Customs revenue.

The importation of goods from foreign countries during 1892, having been on the whole larger than in the preceding year, the revenue yielded by customs duties levied both in European and Asiatic Russia was correspondingly greater. The gross yield was 84,413,488 r. levied in gold (13,365,464*l.*), showing an excess as compared with 1891 of 2,988,594 r. gold (473,194*l.*).

The following statement shows the amounts received in the shape of customs duties during the last 5 years:—

Year.	Amount.	
	Currency.	Sterling.
	Roubles Gold.	£
1892	84,413,488	13,365,464
1891	81,424,894	12,892,375
1890	84,049,064	13,307,768
1889	81,232,466	12,861,807
1888	71,247,111	11,280,793

More duty was levied last year on tea, coffee, herrings, chemical products, paints and dyes, raw metals, cotton and wool, while on wines, skins and hides, leather goods, coke and coal, machinery,

cotton yarn, cotton, flax and woollen manufactured goods yielded a smaller amount of customs revenue.

The increase of customs receipts in 1892 may be said generally to have been more marked under the head of raw and half manufactured goods, the duty on which was specially raised under the new tariff in order to protect and encourage native products of this class. Compared with 1891 the customs receipts in 1892 were larger both at the European and Asiatic custom-houses, the former yielding, as compared with 1891, an excess of 311,292*l.* and the latter that of 161,902*l.*, principally owing to an increased importation of tea at the Irkutsk custom-house. That the customs receipts will show much elasticity in future may be doubted, in view of the operation of the present high customs tariffs, which reduces the importation of foreign goods into Russia to the strictest minimum.

As observed in my previous report only such commodities are now brought into the country as cannot be produced in it, and which are absolutely necessary, especially for manufacturing and industrial purposes.

Rates of exchange.

The average rates of exchange at St. Petersburg on London at 3 months during 1892 were:—

	Per Rouble.
	s. *d.*
Highest	2 0⅓
Lowest	2 0⅛
Average	2 0¼

The comparative steadiness and high rate of the exchange for the rouble at St. Petersburg during the whole year was remarkable, seeing that trade was not in a flourishing condition, and that the recurrence of a partial failure of the grain crop promised no amelioration in the immediate future in commercial and industrial aspects.

The low rate of exchange which prevailed at this port during the whole navigation season was favourable to the exportation of Russian produce. Unfortunately advantage could not be taken of this circumstance by merchants in the grain trade, the supply of grain, especially of wheat and rye, having been of a very limited character in this market.

Nijni Novgorod Fair in 1892.

Although fewer goods were brought for sale to the Fair in 1892 (to the extent of about 14 per cent.) than to that of the year preceding, the business done was, contrary to all expectations, generally active and in some descriptions of merchandise very good.

For dyed yarns prices stood from 1 per cent. to 2 per cent. lower than in 1891, and the purchases by Siberian and Samara dealers were above the average, medium sorts being in good demand. Printed cotton goods were flat at first, but towards the end of August, with the diminution of the cholera epidemic, many

purchasers appeared, so that on the whole the sale of these goods proved brisker and more advantageous to sellers than in 1891. Owing to the drawback established on cotton the demand for cotton goods for Persia was twice as great as during the preceding Fair. In all, the value of these goods sold amounted to 2,800,000*l.*, which exceeded by 700,000*l.* that of last year's sales. Kiakhta purchased cotton velveteen to the amount of 3,800*l.*, which was an increase of its demand in 1891. Wool and woollen goods were supplied to the Fair to the value of 1,142,000*l.*, such amount being inferior to the supply of last year by about 333,000*l.* Owing to the rise in the price of wool and a smaller supply of it at the Fair, prices for Russian woollen cloth ruled higher by 10 per cent. to 12 per cent. than at the Fair immediately preceding. The Kiakhta market absorbed less of these goods to the value of 300*l.* In all the supply of raw material to the Fair amounted to 6,437 tons, or 35 per cent. less than in 1891. Mixed woollen goods were supplied in the same quantities as last year and were sold at good prices, satine especially having a good demand. Fewer linen goods were supplied, manufacturers of Russian linen, table-cloths, napkins, &c., not having appeared at the Fair at all. Grain bags found no sale, the demand for them from the Trans-Caucasus and the South of Russia having also been nil.

A smaller quantity of silk goods was brought to the Fair, and the business done in them was comparatively small owing to the absence of purchasers from Central Asia. The supply of silk goods to the Fair is annually diminishing in consequence of a decreasing demand.

The supply of writing paper was 50 per cent. smaller than in 1891. At first hardly any business was done in it, but towards the end of the Fair a brisk trade followed in the lower sorts, which constitute 75 per cent. of the whole demand for the article. Finnish paper was in great requisition, as was also that of the Howard Mill in Russia.

Furs were supplied to the value of 750,000*l.*, or 12 per cent. less than last year. Prices for some kinds, such as Thibet skins ruled higher than formerly by 40 per cent. On the whole it may be said that the sale of furs was satisfactory.

The supply of raw and tanned hides was also smaller (by 30 per cent.) than last year, and the prices consequently ruled higher.

There was a considerable decrease in the quantity of metal and metal goods sent to the Fair in 1892, such decrease reaching 30 per cent. Particularly smaller was the supply of cast-iron goods and copper. The trade in iron goods was dull, owing to the absence of purchasers from Asia and the Caucasus. Sheet iron was sold at prices rather higher than those which prevailed in 1891 in consequence of a greater demand, while assorted iron, with some few exceptions, commanded the same price as last year.

Glass and china goods were in small demand, and but little business was done in them.

There was also a smaller supply of grain, salt, and spirits to the

extent of 195,000*l.* in value. The total value of goods of this class amounted in all to 407,955*l.*

Fish was bought in greater quantities than in 1891, and the total value of the supply of this article amounted to 8,014,645*l.* Prices ruled higher in general from 5 per cent. to 15 per cent., and on herrings by 25 per cent.

The sale of groceries (sugar, &c.) was on a more limited scale, as was also that of tobacco of all kinds.

With regard to tea, the value of the stock brought to the Fair reached 1,382,587*l.*, which was somewhat below that of last year. The principal demand was for the cheaper Kiakhta and Hankow sorts. A large stock of higher priced teas remained unsold.

The total value of Russian goods brought to the Fair in 1892 amounted to 1,192,370*l.*, or 10 per cent. less than in 1891. The value of foreign goods reached 175,250*l.*, or 23 per cent. less than last year. The diminution in the quantity of these goods came under the heads of silk, half-silk, and woollen goods, thread, wines, porter, liqueurs, coffee, and olive oil.

The value of all the merchandise brought to the Fair from Bokhara, Khiva, and Tashkent amounted to 477,150*l.*, which was below that of the preceding year by about 19,000*l.*

The prices of Central Asian cotton ruled as follows:—

Description.	Per Poud.		Per Cwt.	
	From—	To—	From—	To—
	R. c.	R. c.	£ s. d.	£ s. d.
Khivan	7 75	..	2 8 2	..
Bokharan	7 10	..	2 4 2	..
Tashkentian and Kokandian	7 25	7 30	2 5 3	2 5 8
American seed	8 60	8 75	2 13 6	2 17 9
Egyptian	9 90	..	3 1 7	..

The value of the whole trade done at the Fair in 1892 amounted to 14,430,603*l.*, which represents a falling-off of 2,390,575*l.* as compared with the preceding year. Bills are said to have been met not altogether very readily, but there were no noteworthy bankruptcies.

On the whole it can be said that the Fair of 1892 was not so largely supplied with goods as that of 1891, but its general results are stated to have been above the average of those of preceding years.

Russian railways.

The gross receipts of Russian railways in 1892, exclusive of those of the Grand Duchy of Finland, showed a decrease, as compared with 1891, of 1·4 per cent., and amounted in all to 286,104,618 r. (28,610,461*l.*). The diminution in the earnings is attributable principally to a failure of the harvest, in consequence of which a smaller quantity of grain was carried out of the country by rail. In 1892 only 195,329,000 pouds of grain

(62,787,892 cwts.) of all kinds were despatched by rail across the Russian frontiers, while the quantity of this commodity so transported in 1891 amounted to 352,583,000 pouds (113,330,250 cwts.). The prohibition against the exportation of grain which was in force during the first 6 months of 1892 also injuriously affected railway interests in this country. On the other hand, however, a larger quantity (2,082,214 cwts.) of foreign merchandise was imported during the year by the Russian railways in direct communication with foreign lines of rail on the frontier and with the seaports.

TABLE showing the Gross Earnings of the Russian Lines during the Years 1887–92.

Year.	Length of Railway System.	Number of Passengers.	Gross Receipts.		Difference of Receipts per Verst as compared with 1892.
			Total.	Per Verst.	
	Versts.		Roubles.	Roubles.	
1892	27,814	42,318,610	286,104,618	10,410	...
1891	27,361	40,768,566	288,257,895	10,557	+ 1·4
1890	27,238	40,062,066	277,110,316	10,387	− 0·2
1889	26,554	38,740,577	276,357,278	10,490	− 0·8
1888	26,133	36,773,818	279,444,317	10,927	+ 5·0
1887	25,367	34,757,923	249,692,074	10,076	− 3·2

The greatest increment of receipts in 1892 occurred on the—

Lines.	Amount.
	£
Vladikavkaz	157,333
Trans-Caucasian	107,223
Moscow-Kursk	106,192
Samara-Zlatoust	75,840
Petersburg-Warsaw	94,555
Kursk-Kharkoff-Azov	77,439
Ural	59,209
Ekaterinsk	43,251

While the most marked decrease of revenue was suffered by the:—

Lines.	Amount.
	£
South Western	409,614
Orel-Vitebsk	111,894
Libau-Romna	109,136
Moscow-Brest	108,883
Kharkoff-Nikolayeff	92,130
Orel-Griazi	74,940
Nicholas Railway	635,257

The total revenue of the Government lines increased in 1892, as compared to 1891, by 1·5 per cent., and that of the lines owned by companies diminished by 2·6 per cent.

Unfortunately the official account from which the above information is derived affords no information as to the cost of working of the Russian railway lines, both Government and others, and of the amount of incidental expenses in 1892, so that no exact figures can here be supplied concerning net receipts.

According to the tabular statements which have been published by the Controller of the Empire for the years 1886, 1887, and 1888 the financial condition of the whole of the Russian railway system was during those years far from being satisfactory. Thus, as it will be seen from the following table, during the above 3 years the surplus of expenditure over receipts was considerable, the deficit having been made good partly by the Government in the shape of payments under guarantees, loans, &c.

Year.	Revenue.	Expenditure.	Deficit.
	Roubles.	Roubles.	Roubles.
1886	223,720,220	291,413,846	67,693,626
1887	251,358,619	303,536,570	52,177,951
1888	281,160,988	322,672,781	41,511,793

It would appear that the Russian railways, with a few exceptions, worked at a serious loss, owing mostly to the carriage of goods by them over long distances at unremunerative rates, a state of things which a commission now at work is endeavouring to improve. The share of the Crown in meeting the above annual deficits appears to have amounted to about—

	Million Roubles.
In 1885	40
1886	41
1887	45
1888	35
1889	24

The reduction and modification of rates for railway passenger fares is also under the consideration of the competent authorities. The comparative magnitude of these rates had the effect during the decennial period of 1879–88 of checking the development of this traffic, as is undeniably evident from the fact that notwithstanding the increase of the length of the railway system during 1885–89 by 24 per cent., and the growth of the population by 16 per cent., the railway receipts under the head of passenger fares showed an

augmentation only of 5 per cent.,* the railway revenue from goods traffic yielding during the same period an increase of 40 per cent.

According to data collected by the Railway Department at St. Petersburg, the passenger traffic on Russian railways is fifty times below that of Great Britain. For every 100 of the population there are only 44 passengers in Russia, while in France, the United States, Belgium, and Great Britain the figures severally are 660, 826, 1,072, and 2,163. Russia, however, carries off the palm in point of average of distance traversed by her railway travellers, which is 101 versts per head, such distance being only 35 versts in Austria, 31 versts in France, and 28 versts in Germany.

It is also calculated that each railway passenger yields in France 58 c.; in Germany, 48 c.; in Great Britain, 42 c.; and in Russia, 132 c. At the same time passenger rates on all Russian railways are computed on the basis of $3\frac{3}{4}$ c. 1st class, $2\frac{1}{2}$ c. 2nd class, and $1\frac{1}{4}$ c. 3rd class; but since 1887–88 the cost of railway tickets has been increased in all three classes by an addition of a railway passenger tax to the ordinary rates, which tax varies from 15 per cent. to 25 per cent.

The total length of the Russian railway system belonging to the Government in 1892 extended over 10,343 versts (6,895 English miles), and that worked by private companies and individuals represented 17,471 versts (11,647 English miles). During the course of 1892 the lines acquired by the Government were the Orel-Griazi, 289 versts (193 miles); the Warsaw-Terespol, with the Brest-Holm and Sedletz-Malkin branches, 369 versts (246 miles); and the Orenburg line, 508 versts (338 miles); representing altogether a length of 1,166 versts (777 miles).

In addition to the foregoing lines the Government have purchased since January 1, 1893, the Moscow-Kursk and Baltic Railways, the latter extending from St. Petersburg to Reval. The Government are, moreover, in treaty for the purchase of the Moscow-Brest and Lozovo-Sebastopol Railways. While acquiring the above lines the Government ceded in 1892 to a private company the Kozloff-Saratoff Line.

The following railways, newly constructed, were opened for traffic during the course of the year:—

* During 1879–88 the railway receipts for passenger fares were:—

	Million Roubles.
In 1879	44·6
1880	42·6
1881	42·6
1882	44·9
1883	45·4
1884	44·8
1885	43·9
1886	43·5
1887	43·6
1888	46·8

The Zlatoust-Tcheliabinsk Line, a section of the Karelian Line in Finland, from Wiborg to St. Antrea, with a branch therefrom to Imatra. (Finnish railway system.)

The construction by a private company of a railway from Biyuk-Onlar (a station on the Lozovo-Sebastopol Line to Eupatoria), a distance of 59 versts (39⅓ miles) was sanctioned in March last. The Government also approved the proposed construction of a private line from St. Petersburg to Sestroretsk, a length of 25 versts (16⅔ miles), with two branches, one to Orzerki on the Finland line, through Kolomiaga, 6·5 versts in length (4⅓ miles), and the other to the pier at Lisi-Nos, north of Cronstadt, 3 versts (2 miles) long.

The construction of the Riazan-Kazan Railway is being pushed rapidly forward. The bridge over the Tsna is reported to be nearly ready, and the caissons for that over the Sura were being put in place in April last. It is expected that the whole line will be ready for traffic next autumn.

Siberian railway.

In November last it was finally decided to construct the main trunk Siberian Railway consecutively in three stages or sections. The work is to commence with the first section, on the completion of which the second will be taken in hand, and the third will be proceeded with when the two other sections have been completed. The accompanying map shows the whole course of the Siberian Line.

The first, or Western Siberian, section will extend from Tcheliabinsk to the River Obi, a length of 1,328 versts (885 miles), thence to the town of Irkutsk, a distance of 1,754 versts (1,169 miles). Simultaneously with the building of this portion of the line, the work now in progress on the Vladivostock-Grafsky section will be continued and the construction of a line connecting the Ural mining and Siberian trunk line with Ekaterinburg will be commenced. This portion of the work is to be completed not later than 1900.

The second stage of the work will consist in the construction of the portions of the projected line which extend from Grafsky to Habarovka, 292 versts (195 miles), and from the station of Mysovskoi, the starting point of the railway on the other side of the Baikal Lake to Stretinsk, a distance of about 1,009 versts (673 miles).

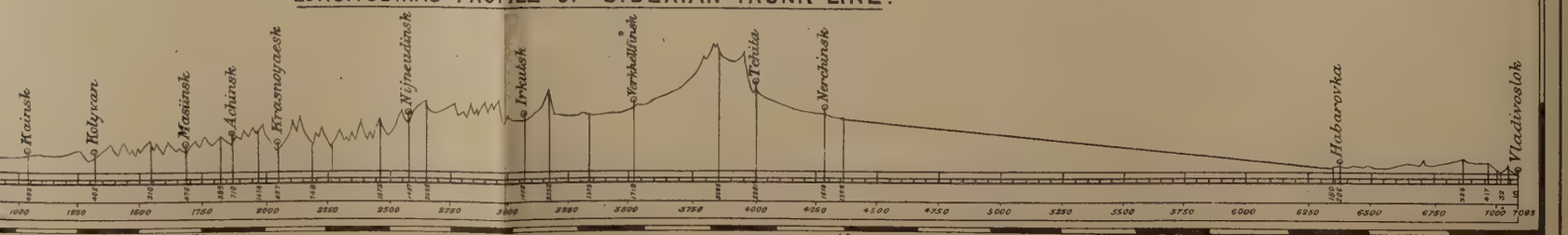
In the third and final stage will be constructed the Circum-Baikal portion, 292 versts (195 miles), and the section from Stretinsk to Habarovka, a length of about 2,000 versts (1,333 miles).

In this manner the Trunk Siberian Line starting from Tcheliabinsk and terminating at Habarovka will extend over a length of about 6,730 versts (4,487 miles). The cost of the construction of the first section of the line is estimated at 15,000,000*l.*, this sum including the cost of connection with the Ekaterinburg Line. The money assigned will be paid yearly in sums not exceeding 4,000,000*l.*

A committee presided over by the Heir Apparent and con-

MAP OF THE
RUSSIAN EMPIRE.
Showing the line of the
SIBERIAN RAILWAY
and the
PRODUCTIVENESS OF THE REGIONS CONTAINING
MINES OF THE PRECIOUS METALS.
Scale 1: 16,500,000.
0 100 200 300 400 500
BALTIC SEA
KARA SEA
BLACK SEA
CASPIAN SEA
Pest
Riga
St. Petersburg
Archangel
Moscow
Vologda
Riazan
Nijni Novgorod
Kazan
Penza
Saratoff
Samara
Ufa
Viatka
Perm
Obi River
Irbit
Tobolsk
Tumen
Orenburg
Uralsk
Astrakhan
Petropavlovsk
Tara
Western Province of Tomsk
Tomsk
Omsk
Rainsk
Kolevan
Siberia
Turgai Region
Akmola
Semipalatinsk
Karkaralinsk
Kuznetsk
Semiretchinsk
Krasnovodsk
Khiva
Tehran
Askabad
Merv
Bokhara
Tashkend
Samarkand
Khokand
Kashgar
Pamir
Balkh
Herat
Afghanistan
173
258 1/2
383 3/4
144 1/2
681
72 1/2
13 3/4
Gold diggings.
Production of Gold, (in Pounds) in 1890.
Production of Silver, (in Pounds) in 1890.
Production of Platinum, (in Pounds) in 1890.
Tchelabinsk
Kurgan
Petropavlovsk
Omsk
Absolute height in English feet.
0 250 500 750

LONGITUDINAL PROFILE OF SIBERIAN TRUNK LINE.



sisting of the Ministers of War, Marine, Finances, and Way and Communications, and of the Imperial Controller will direct all matters relating to this great work, the whole of which will be under the immediate control and supervision of the committee.

In connection with the Siberian Railway it is interesting to note that the sea route to the Yenissei, the pioneer of which was our enterprising countryman, Captain Wiggins, will be utilised for the purpose of conveying along it railway materials for the new line. These materials will be carried by vessels starting from Russian ports to the mouth of the Yenissei, from which point they will be transported to Krasnoyarsk in barges towed by powerful tugs. Two vessels of the latter description have already been ordered in England, and are to be ready for delivery to the Russian Government in July, 1893.

Evil effects of excessive protection of sugar industry.

The evils of excessive protection cannot be better illustrated than in the case of sugar in Russia. Protected by high customs duties and encouraged by drawbacks and bounties on their produce when exported, the Russian sugar manufacturers have benefited considerably, although, of course, at the cost of the protecting Government, and still more at that of the Russian consumer at large. A few years ago these manufacturers formed a syndicate, or, otherwise, "ring," for the purpose of keeping the price of sugar in the home market at a high standard, and to effect this they bound themselves (with few exceptions) to place only a certain quantity yearly on the home market and to export the surplus abroad. These tactics had the desired result until last year, when the price of sugar ruled so high in Russia that the Government, to counteract the operations of the "ring," undertook from January 1, 1893, the importation of foreign sugar into the country. This measure immediately produced the desired result of bringing down the price of native grown sugar in Russia. The enhancement of the prices of sugar in this country last year was not so much due to the deficient beet crop as to the circumstance above alluded to. In October, 1892, the price of sugar was from 25 per cent. to 30 per cent. higher than it had been during previous years.

The formation of syndicates for keeping prices at a high level is not confined to sugar manufacturers in Russia. Efforts in this direction have been made, although, as yet, not with much success, by the petroleum refiners of the Caucasus and proprietors of iron works at St. Petersburg and elsewhere. A curious incident, in which the latter played a strange part, occurred here last November. The Government invited tenders for a large supply of shells for the War Department, and the representatives of the larger foundries leagued themselves together to secure the order for themselves and to crush an unwelcome outsider, whose tender was a very much lower one, but which left him a sufficient margin for profit. The collusion of the agents of the large foundries having been discovered in time by the War Office, the contract was given to the small contractor, and severe censure on the former was conveyed in an Order of the day published in the "Official Gazette."

Cost of encouragement by Russian Government of railway plant manufacturers.

A correspondent of the "Moscow Gazette," who evidently writes with some authority, recently gave some interesting particulars respecting the cost to the Government and private railway companies of the protection and encouragement afforded by the Government during the last 30 years to Russian manufacturers of railway plant. The protection and encouragement in question consisted of the following measures :—

Item.	Description.	Amount.	
		Currency.	Sterling.
		Roubles.	£
1	For the establishment of railway plant and appurtenances works the Government advanced	39,933,000	3,993,300
2	The Government guaranteed the financial position of three works by giving orders to them for iron and steel rail, locomotives, and goods cars of the value of . ..	186,997,000	18,699,700
3	The Government increased the production of the works by limiting the right of private railway companies to import railway plant from abroad, and by raising the duties on railway plant and appurtenances imported from abroad	25,420,000	2,542,000
4	The Government paid a premium on all railway plant and appurtenances made in Russia, expending for that purpose ..	25,420,000	2,542,000

The value of the production of railway plant and appurtenances by Russian works since their establishment is estimated as follows :—

Description.	Value.
	Roubles.
Iron rails	30,450,000
Steel „	173,078,000
Rail fastenings	26,087,000
Locomotives	90,827,000
Goods cars	127,747,000
Passenger cars	9,349,000
Total	457,538,000 (45,753,800*l.*)

The same railway plant, if ordered abroad, would have only cost 21,449,300*l.* In this manner the money paid in excess to the Russian rail, &c., manufacturer amounted to 24,304,500*l.* To the last sum should be added 2,542,000*l.* paid in the shape of premiums on native rails and locomotives, and 485,300*l.* lost by

the Crown on its advances for the establishment of railway plant, &c., works. The loss, therefore, incurred by the Government and private railway companies under the purchase, during a period of 30 years, of rails, &c., of Russian manufacture amounts, according to the correspondent of the above paper, to no less a sum than 27,331,000*l.*

Increased and new taxation.

To meet the exigencies of the Imperial exchequer the following taxes were increased and newly established in 1892, and most of which came into operation only from January 1 of the present year:—

TABLE showing Increased and Newly Established Taxes in the Year 1892.

Articles.		Amount.				Remarks.
		From—	Increased to—	Currency.	Sterling.	
		Roubles c.	Roubles c.	Roubles.	£	
Native safety matches	Per box of 75 matches	0 0½	0 0¼	..	..	Expected to yield an increase of revenue of 250,000*l.*
„ sulphur „	Ditto	..	0 0½	..	..	
Foreign safety „	Per poud	2 20*	4 40*	..	..	
„ sulphur „	„	2 20*	8 80*	..	..	
Excise on sugar, refined, to the extent of	..	..	..	5,400,000	..	Expected to yield an increased revenue of 500,000*l.*
„ beer	Per vedro†	0 20	0 30	..	..	Expected, together with beer, to yield an increase of revenue of 1,000,000*l.*
„ spirits	Per degree	0 9¼	0 10	..	..	
	Per vedro of pure spirit	..	10 0	..	..	
An additional tax on immovable property in towns to the extent of	..	..	..	858,000	..	
Excise on tobacco of higher qualities (in addition to existing excise)	Per poud	..	2 0	..	..	Expected, together with tobacco, to yield an increase of revenue of 230,000*l.*
Licenses for sale of tobacco increased by	50 %	..	..	..	..	
Tax on industrial and commercial concerns increased from	3 to 5 %	..	..	..	..	Expected to yield an increased revenue of 340,000*l.*
Duty on cotton brought by sea	Per poud	1 20‡	1 40‡	..	..	
Duty on cotton brought by land	„	1 35‡	1 55‡	..	..	
Port charges to be established on goods imported and exported to the extent of	..	..	..	53,000	5,300	
Additional charge imposed on industrial undertakings, both public and private, to the extent of	..	..	..	1,800,000	180,000	

* Paper roubles. † Vedro = 3·25 gallons. ‡ Gold roubles.

All the above additional taxes and charges are expected to yield to the Imperial exchequer an increase of revenue of about 24,500,000 r. (2,450,000*l.*).

CRONSTADT.

Mr. Vice-Consul A. Fishwick reports as follows:—

Trade and Commerce.

Shipping and trade of Cronstadt.

From the return of British shipping of last year you will find that the number of vessels has increased this year by 47 vessels and 45,670 registered tons, showing that the British shipping trade with Cronstadt and St. Petersburg has improved to a certain extent, the import of coals having been considerably larger than usual. Unfortunately the export trade in the shape of grain was very slack, there being no demand for wheat or even other grain, and only wood goods were the principal export, and thus more than half the number of steamers had to leave empty for the lower ports.

Harbour.

I regret to say that no change or improvement since my last year's report has taken place in the arrangements of the harbour of Cronstadt. In the early spring the authorities made an effort to prevent the steamers from entering the middle mole, where they had always been allowed to be berthed, and thus delay was caused to several steamers, they having to await their turns for a berth. Ultimately the order was cancelled with a notification that the old privilege would remain in force only up to the spring of the year 1895, after which the middle harbour will be entirely closed to mercantile vessels. What new arrangement is likely to be made no decision has been come to as yet, but the idea entertained by some that the port of Cronstadt can be entirely closed to mercantile shipping is an erroneous one, there being many vessels that arrive too deeply laden to pass the Sea Canal, and, therefore, must lighten, for which a harbour must be provided in some way.

The weather during the season was very unfavourable, rains and wind prevailed; towards the autumn, however, the weather became dry and steady till November month, when frost came on and formed the ice very suddenly, the navigation closing on November 16–28.

Agricultural Report.

Results of harvest of 1892

In agricultural respects the year 1892 was more favourable than its predecessor. Towards the end of June, from the reports published by the Department of Agriculture and Rural Industry, it became no longer doubtful that the coming crop would in general prove a middling one, with some deviations called forth by

exceptional local circumstances. From the end of June to that of July the weather throughout the greater part of European Russia favoured the growth and ripening of the crops. Exceptions to this were afforded in the provinces of Poltava, Kharkoff, Chernigov, Kursk, Orel, Voronej, Tula, Kaluga, Nijni Novgorod, and portions of the provinces of Tamboff, Penza, Simbirsk, Vladimir, and Moscow, in which, commencing from the end of June to the middle of July, a drought prevailed, which hastened the ripening of the winter-sown and injured the spring-sown crops.

After the winter and spring-sown crops had been harvested throughout European Russia, the result showed that the general yield of the crops was an average one, but that the spring-sown grain was somewhat below that standard. According to official returns the crops of oats and partly that of barley proved deficient, while spring-sown wheat, millet, peas, and maize yielded a return higher than the average, buckwheat proving a little below the average. Potatoes, which vegetable is largely used in many parts of the country, both as an article of food and for distilling purposes, afforded a satisfactory crop in the western and central portions of the Empire, but in Bessarabia, Kherson, and Astrakhan and some of the northern provinces the crop was comparatively a failure, owing to the abundance of rain which fell there throughout the summer months.

The gross total yield of wheat is officially calculated at 446,641,000 pouds (143,563,141 cwts.), and that of rye at 979,985,700 pouds (314,995,000 cwts.).

According to this estimate the rye and wheat crops of last year may be said to have been better than those of the preceding three years, but below those of 1887 and 1888.

Yield of grain crops in 1892.

The following are the results of the grain crops of 1892 in 60 of the European provinces of Russia, as reported by the Central Statistical Committee :—

Articles.	Gross Yield in 1892.	Average Gross Yield, 1889 90.	Percentage of Increase or Decrease.
	Cwts.	Cwts.	
Wheat	143,563,178	111,754,607	+ 22·1
Rye	250,709,689	317,632,532	— 21·0
Oats	154,973,571	184,817,411	— 16·0
Barley	80,997,428	64,512,214	+ 8·0
Buckwheat	22,599,527	26,655,656	— 15·2
Millet	35,325,321	23,932,125	+ 47·6
Peas	11,681,357	10,243,392	+ 12·3
Maize	11,815,143	9,613,285	+ 10·2
Total	711,665,214	749,161,222	..

From the foregoing statement it will be seen that the wheat, barley, millet, peas, and maize crops gave more abundant returns than those of the average two preceding years. On the other

hand, the rye, oats, and buckwheat crops yielded comparatively less, the deficiency being very marked in the case of rye.

Taking all the grain crops together the total yield in European Russia in 1892 was 711,665,214 cwts., as compared to 749,161,222 cwts., the average of the crops of 1889 and 1890* thus showing a deficiency, on the whole, for 1892 of 37,496,008 cwts., or 5 per cent.

Potato crop.

The yield of the crop was 115,267,000 tchetverts (16,732,393 tons), as compared with 84,873,300 tchetverts (12,320,317 tons) in 1890, and 77,919,200 tchetverts (11,310,851 tons) in 1889.

The importation by sea of potatoes of non-American growth into Russia, which had been prohibited in 1875, owing to the ravages committed by the Colorado beetle on the potato crops in the United States of America and elsewhere, has again been permitted.

The potato crop of the provinces of St. Petersburg, Pskov, Novgorod, and those of the Baltic provinces yielded in 1892 5,026 tchetverts (729 tons), as compared to 7,676,000 tchetverts (1,114,258 tons), the average of the crops in these provinces in 1889–91.

Hemp and flax crop.

The yield of the crop of seed and fibre of flax and hemp, though on the whole greater than in 1891, was below the medium return in point of quality, causing a diminution of the quantity exported, although at the same time there was an enhancement of the price of the fibre.

The yields in 1892 of flax and hemp seed and fibre respectively were—

Description.	Quantity.
	Tons.
Flax seed	355,603
„ fibre	277,921
Hemp seed	233,084
„ fibre	159,691

Increased cultivation and an augmentation of the yield of flax was visible in the province of St. Petersburg, Vitebsk, Vologda, Viatka, Pskov, and Tver, whereas in the black soil provinces, in which the production of flax had during the preceding 10 years been gradually on the increase, the area of cultivation in 1892 had comparatively been but little enlarged.

The yield of clean hemp was 148,464 tons, as compared with 97,156 tons in 1891, increased production of this article being apparent in the provinces of Orel, Kursk, Voronej, Kaluga, and Moghilev.

Rapeseed crop.

The winter-sown crop of rape seed, owing to severe frost in winter and drought in summer, was almost a complete failure. The seed, however, sown in spring gave rather better results, which, but when taken on the whole, were not satisfactory.

* In 1891 the yield of all crops having been abnormal, its results are not adduced for the purpose of comparison.

Beetroot crop.

The beetroot crop was not altogether a satisfactory one, especially in the provinces of Kieff and Podolia, where it suffered from the ravages of the "cleonus."

Hay crop.

In the black soil country the hay crop was a bad one, owing at first to cold and later to drought. Worse still were the results in the Steppe country, where a long prevalence of scorching heat destroyed the grass altogether. The only exceptions to this were afforded by the provinces of Ufa and Orenburg, in both of which excellent hay crops were gathered. Better yields were obtained in the Central Lithuanian and Polish provinces, where the hay crop on the whole was good. In the northern provinces it was but an indifferent one. The yield of hay in the 60 European provinces of Russia was estimated at 33,345,166 tons, and that of straw of all kinds at 411,480,703 tons.

Regularisation of grain trade.

The committee appointed last year to consider the question of establishing standards of Russian grain, with a view of regulating the Russian grain trade, malpractices in which form a prolific source of complaint, have not as yet come to any definite conclusion on the subject, notwithstanding that its sittings were conducted throughout the past winter. Great opposition to the proposed measure is expressed by a majority of the grain dealers and exporters of St. Petersburg, Odessa, Libau, and other Baltic ports, who consider that any interference on the part of the Government with the grain trade will prejudicially affect it. At a discussion which took place in February last at a meeting of the Imperial Economic Society, which is the oldest agricultural society in Russia, adverse opinions were also expressed against Governmental interference with the grain trade in the manner contemplated by the appointment of official inspectors and controllers.

Distress among peasantry.

The distress among the peasants, especially in the provinces of Voronej, Tula, and Orel, and partly in the province of Kursk, Riazan, and Kazan, was very great during the last winter, they having suffered from a failure of two successive harvests, in addition to an epidemic of cholera during the preceding summer. At the same time the loss of cattle was very great, the late and cold spring raising the mortality. Everything possible was done to alleviate the suffering of the distressed provinces by the Government and by private individuals. The population of some of the districts of Tula was seriously diminished from the effects of the famine and cholera combined.

Thus in the districts of Efremoff, Bogoroditsk, Novosilsk, Epifan, and Tchern the mortality in 1892, as compared with the average annual mortality of the five preceding years, showed an increase of 12,033, or more than 43 per cent. In the same year and in the same districts the number of deaths exceeded that of births by 3,487. In the province of Voronej alone, once so fertile and prosperous, it is calculated that the peasantry incurred through the failure of their crops by debts and diminution of cattle in 1891 losses to the extent of 53,500,000 r. (5,350,000*l.*). Their condition in 1892, when they were again visited by a bad

harvest, became still more deplorable. Their loss in animals in 1892 is said to have amounted to 370,000 head of big cattle (bullocks, cows, and horses), and 996,000 smaller animals, such as calves and sheep and pigs.

Funds in aid of distressed peasants

The actual amount contributed by private charity for the relief of the sufferers by the famine of 1891, exclusive of the advances in money and grain made by the Government (about 15,000,000*l.*), is almost impossible to determine in the absence of comprehensive statistics on the subject. Many large sums were raised for the relief of particular localities, and distributed through private agencies without record or public notice.

The printed accounts of public subscriptions in aid of the Famine Fund show a total of 30,344,959 r. (3,034,495*l.*), distributed as follows:—

Collected by—	Amount.
	Roubles.
The Committee of the Heir Apparent ..	13,000,000
Red Cross Society	3,384,276
Special private funds	13,500,000
Messrs. Brooks and Jones, of the Society of Friends, American and English subscriptions	275,000
Mr. J. P. Blessig and the Rev. A. E. Watson	185,000
Total	30,334,959 (3,034,495*l.*)

This sum does not include the amount raised by ecclesiastical bodies in this country, the amount of which cannot be less than 50,000*l.*

In addition to donations in money large contributions in kind were sent from the United States of America to Russia and distributed among the starving peasants.

The Rev. A. E. Watson, chaplain at St. Petersburg, the Rev. A. Francis, pastor of the British and American Chapel, also in this city, and Mr. J. P. Blessig, were very active in raising subscriptions both here and at home; their efforts were attended with great success, and the money they raised was directed by them into several channels of relief, the two latter gentlemen visiting some of the suffering districts and superintending the distribution of the funds placed at their disposal.

Growing impoverishment of Russian peasantry.

Notwithstanding all the efforts made by the Government of this country to ameliorate the condition of the rural classes by the establishment of the Peasants' Banks, remission of arrears, aid in money and grain, &c., it is painfully evident that these efforts have not so far been attended with much success. In fact the economic decadence of the material well-being of the peasantry may be said to have commenced with their emancipation, and has become more sharply accentuated since 1891, a year which was one of widespread famine in the country, followed immediately by another,

marked by a failure of the crops in most of the districts of some of the provinces of Russia formerly famous for the fertility of the soil and the prosperity of their population, such as Voronej, Poltava, Kharkoff, Tchernigoff, Kursk, &c., all situated in the once fecund "black soil zone." This decrease of fertility of the land and consequent impoverishment of the agricultural class is ascribed to a series of causes, two of them being the merciless destruction of the forests of the country which seriously affects the climate and humidity of the soil, and the primitively exhaustive system of cultivation pursued by the ignorant peasantry.

The economic exhaustion of the peasants is also in a very great degree attributable to the diminution of their cattle (horses, cows, and sheep), for which, during the last 2 years especially, they had no fodder, in consequence of the failure of the grain and hay crops.

The distressed condition of the rural class, however, is erroneously attributed, by those who are not sufficiently acquainted with the true state of the case, to the insufficiency of existing peasant land allotments, which are now being more and more subdivided with the natural increase of population.

Professor Karysheff, in an article published a few months ago in the Russian journal "Russkoe Bogatstvo," cites the following official statistics in proof of the economic retrogression of the peasantry of Russia:—

"The quantity of grain of every description sown per head of the population," says the Professor, "has gradually diminished.

"The quantity sown per head in tchetverts* was—

Year.	Quantity.
	Tchetverts.
In 1850–1868	1·14
1870–1879	0·99
1883–1887	0·98

"At the same time the average yield of crops does not increase, for we find that this yield was—

Year.	Quantity.		
	Of all Grain.	Rye and Wheat.	Potatoes.
	Tchetverts.	Tchetverts.	Tchetverts.
In 1870–1874	2·6	1·4	0·3
1875–1879	2·5	1·2	0·6
1883–1887	2·6	1·4	0·4

"In order to satisfy the increased demands of the tax collector, and to pay rent for hired land, the peasants sold more and more

* 1 tchetvert = 8 pouds (average) = 2·57 cwts.

grain, and the export of the same from Russia during the last 20 years increased nearly threefold.

"During this period the export in question per head of the population was as follows:—

Year.		Pood of 36 Lbs. English.
1860-1864	Annually ..	1·2
1870-1874	„ ..	2·8
1875-1879	„ ..	3·2

"This increased exportation of grain has had the effect of diminishing the consumption of bread forming the staple article of diet among the people, and this decreased consumption, according to official calculations, had fallen even in 1870–80 approximately 17 per cent. below the minimum requirement.

"At the same time the quantity of cattle in the country is diminishing.

"Thus, on an average, for every 100 inhabitants the head of cattle were—

Year.	Percentage.
1851..	87·8
1864..	74·6
1876..	69·5
1888..	64·7

"If," says Mr. Karysheff, in conclusion, "such was the process of gradual impoverishment of the peasantry during the period preceding 1891 it is not difficult to foresee the results of the famine of that year, if strenuous efforts be not made to arrest this progressive decay of a pursuit which serves as a foundation to national prosperity, the finances of the State, and to all trade and industry."

Peasant Land Redemption Fund.

To January 1, 1893, 9,144,485 "revised souls," or, otherwise, peasant communal units, had become, since their emancipation in 1861, co-proprietors of communal land measuring 32,934,937 dessiatins (104,243,920 acres), at a cost of 887,560,738 r. (88,756,073*l.*), represented by bonds issued by the Government, and the interest on which has been reduced from 5½ per cent. to 4½ per cent. by the process of conversion. The arrears of payments of the peasantry towards the Redemption Fund amounted on January 1, 1892, to 64,548,407 r. (6,454,840*l.*). The arrears of all taxes of 17 of the provinces which suffered from a failure of the crops in 1891, namely, those of Voronej, Vjatka, Kazan, Kursk, Nijni Novgorod,

Orenburg, Orel, Penza, Perm, Riazan, Samara, Saratoff, Simbirsk, Tamboff, Tula, Ufa, and Tobolsk amounted, according to the report of the Controller-General, on January 1, 1892, to 75,286,766 r. (7,528,676*l.*).

Peasants' Imperial Land Bank.

To January 1, 1893, the Peasants' Land Bank had from the day of its foundation, 10 years ago, advanced to peasant communes and associations 51,073,300 r. (5,107,330*l.*) for the purchase of land from private proprietors. About 10 per cent. of the properties purchased with the aid of the bank were put by the latter for sale, and the money advanced on them amounted to 28 per cent. of the whole of the advances of the bank. In view of this unsatisfactory state of affairs the bank in question has almost entirely ceased making any further advances to peasant communes and associations for the purpose of the purchase of land by them.

Indebtedness of landed and house property in Russia.

The following statistics show the advances made by land banks since their foundation on landed estates and house properties in Russia to January 1, 1893. Unfortunately no figures are available showing the value of the property on which the advances were made:—

Description.	Amount.	
	Currency.	Sterling.
	Roubles.	£
By the Nobility Bank	157,821,600	15,782,160
Special branches of the same..	30,559,500	3,055,950
The Peasants' Land Bank	51,073,300	5,107,330
Total	239,454,400	23,945,440
Add advanced in gold roubles by the Nobility Bank	133,500,000	13,350,000
Total of advances by Government banks	372,954,400	..
By private banks—		
Kherson Zemstvo Bank	83,989,700	8,398,970
10 public share banks	424,571,100	42,457,110
5 urban credit societies..	372,025,300	37,202,530
Credit establishments of the Kingdom of Poland..	159,331,250	15,933,125
Banks of Baltic Provinces	85,883,903	8,588,390
„ Caucasus	21,751,800	2,175,180

All the above advances amounted to rather more than 2,500,000,000 r. (250,000,000*l.*).

Savings banks.

On December 1, 1892, the deposits in the savings bank branches of the Imperial Bank and in the Post Office savings branches amounted to 239,000,000 r. (23,900,000*l.*), the total of such deposits having increased in 1892 by the sum of 48,000,000 r. (4,800,000*l.*) or 26·6 per cent. It must be observed that these savings are for the greater part deposited in towns, and only in a very small degree by the rural population.

Exhibition of apparatus for cleaning, dressing, and drying grain and other seeds.

This exhibition organised by the Imperial Economical Society, and which was, according to notices issued by the executive committee, to have been opened in 1892 has been postponed for some unavoidable reasons, principally on account of the famine which prevailed recently in Russia. It is contemplated to hold the Exhibition in the course of 1893. All particulars respecting it may be obtained by intending exhibitors from His Excellency M. Yermoloff, 4th Rota, Ismailovsky Polk, 1, St. Petersburg.

Annex A.—STATEMENT showing the Value of the Export and Import Trade of the Russian Empire in 1892 as compared with 1891.

	Exports.		Imports.		Total Value of Export and Import Trade of Russian Empire.	
	1892.*	1891.†	1892.*	1891.†	1892.*	1891.†
	£	£	£	£	£	£
EUROPEAN RUSSIA.						
At European ports and land custom-houses	40,329,467	67,304,055‡	35,020,334	35,008,989	75,349,801	102,313,044
At Caucasian ports and custom-houses	5,090,176	7,225,879	893,612	1,783,555	5,983,788	9,009,434
Trade with Grand Duchy of Finland..	2,131,777	1,759,154	1,207,245	1,372,538	3,339,022	3,131,692
Gold and silver coins and ingots	17,884	20,844	11,271,703	8,314,743	11,289,587	8,335,587
Total	47,569,304	76,309,932	48,392,894	46,479,825	95,962,198	122,789,757
ASIATIC RUSSIA.						
Trade along Asiatic frontiers (Trans-Caspian, Turkestan, Chinese, Persian, and Amur region) ..	Not yet published.	1,133,994	Not yet published.	2,535,162	..	3,669,156
Gold and silver coins and ingots	..	598,064	..	576,934	..	1,174,998
Grand total..	..	78,041,990	..	49,591,921	..	127,633,911

* At 24¼*d.* per 1 r. † At 25⅝*d.* per 1 r. N.B.—The figures for 1891 are now shown finally adjusted by the customs department.

Annex B.—STATEMENT of Principal Goods Imported from all Countries in general, and from Great Britain in particular, into the whole of the Russian Empire during 1892 as compared with 1891.

Articles.		From all Countries.				From Great Britain.	
		1892.		1891.		1892.	1891.
		Quantity.	Value.	Quantity.*	Value.*	Quantity.	Quantity.
			£		£		
Tea	Tons	30,064	2,975,400	30,102	3,285,539	..	2,428
Herrings and other fish, salted, dried, &c.	„	109,903	919,900	75,672	645,354	..	18,967
Cotton, raw	„	152,452	8,460,000	123,109	7,143,406	..	10,572
„ yarn	„	1,839	385,100	2,646	523,812	..	486
Wine, spirits, beer, &c. (in barrels) ..	„	7,371	512,100	8,946	665,208	..	521
„ „ (in bottles) ..	Number ..	749,000	179,000	1,270,806	280,958	..	217,617
Coffee	Tons	6,468	814,600	5,709	543,500	..	1,547
Rice	„	43,210	305,500	42,564	278,100	..	419
Oranges and lemons	„	22,678	270,400	22,048	277,616	..	169
Tobacco of all kinds	„	1,131	255,800	871	742,807	..	7
Wool, raw, clippings, &c.	„	4,226	542,500	6,293	484,371	..	838
Jute, „	„	5,709	113,000	10,304	182,240	..	6,139
Dye woods	„	30,000	187,200	33,913	210,769	..	74
Indigo	„	729	440,500	768	491,942	..	39
Coal and coke	„	1,638,080	1,215,400	1,720,122	1,210,928	..	1,424,474
Cast-iron, raw	„	88,726	375,200	79,542	310,053	..	56,121
„ worked	„	2,242	62,500	2,594	83,772	..	792
Iron, assorted and in plates	„	69,049	698,200	62,826	773,311	..	7,251
Iron and steel, worked and wrought, of all kinds	„	7,855	315,700	8,962	388,945	..	3,403

* As finally adjusted.

STATEMENT of Principal Goods Imported from all Countries in general, and from Great Britain in particular, into the whole of the Russian Empire during 1892 as compared with 1891—continued.

Articles.		From all Countries.				From Great Britain.	
		1892.		1891.		1892.	1891.
		Quantity.	Value.	Quantity.*	Value.*	Quantity.	Quantity.
			£		£		
Steel, raw and assorted	Tons	8,597	193,100	82,105	205,191	..	3,271
„ rails	„	2,016	22,200	2,853	49,436	..	900
„ plates	„	5,532	132,300	3,149	78,348	..	2,975
Tin, in bars and rods	„	2,903	159,900	2,183	140,623	..	1,345
„ plates	„	27,806	520,200	26,901	492,583	..	26,884
Lead, in bars, sheets, &c.	„	25,667	450,100	18,916	299,738		4,606
Chemical products and materials	„	76,948	132,950	69,946	1,157,637	..	27,750
Scythes, sickles, shears, &c.	„	3,629	175,700	3,366	163,127	..	96
Tools	„	3,458	197,100	3,312	185,212	..	960
Cutlery	„	..	13,300	..	16,807	..	5
Agricultural machinery and implements	„	8,984	291,500	7,387	243,240	..	3,139
Machinery of all kinds, steam engines, &c.	„	3,411	2,123,400	34,619	1,976,989	..	15,449
Flax and hemp goods	„	..	11,800	44,347	129,311	..	372
Woollen goods	„	..	298,400	79,589	169,210	..	228
Cotton „	„	..	230,700	..	399,414	..	109
Silk	„	..	249,500	..	210,970	..	13

* As finally adjusted.

Annex C.—STATEMENT of Principal Goods (other than Breadstuffs) Exported from European Russia, including all Black Sea Ports and those of the Caucasian Region, as also to Finland in 1892, as compared with 1891.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Timber	...	...	4,901,800	...	4,365,000
Deals	...	...	2,937,000	...	2,881,300
Seeds—					
Linseed	Tons	192,226	1,663,900	268,032	2,180,400
Hempseed	,,	8,903	62,700	18,000	125,000
Grass seeds	,,	19,806	239,500	21,839	222,000
Rapeseed	,,	44,709	248,900	93,161	689,500
Other seeds	,,	6,742	92,100	9,097	1,519,000
Oil-cake	,,	185,209	922,000	163,564	748,000
Flax	,,	194,322	5,195,800	182,774	4,855,100
,, tow, and codilla	,,	22,209	401,200	22,209	401,200
Hemp	,,	47,306	1,379,200	55,307	1,654,200
,, tow	,,	8,226	141,100	8,823	147,000
Cordage	,,	3,371	135,000	4,967	177,500
Hides	,,	12,065	767,600	13,709	857,000
Furs and skins	,,	5,597	443,100	7,171	592,100
Bones and bone meal	,,	31,484	165,000	35,129	169,300
Bristles, raw	,,	2,000	649,000	2,613	782,000
Tallow	,,	2,323	71,700	3,274	91,400
Wool of all kinds	,,	23,338	1,183,000	33,274	1,561,200
Camels' hair	,,	2,968	167,000	3,855	114,900
Naphtha and products of	,,	910,645	2,681,200	860,436	3,016,500
Mineral oils	,,	722,338	2,069,700	721,048	2,382,400
Lubricating oils	,,	99.871	531,600	81,611	513,500
Naphtha residuum	,,	39,776	76,400	49,358	101,700
Turpentine	,,	5,935	83,200	4,968	95,000
Iron manganese ore	,,	127,033	378,100	72,177	181,100
Platinum	,,	32	119,000	32	95,500
Poultry and game	Number	6,157,000	538,000	5,017,000	464,000
Eggs	Millions	739	1,221,300	833	1,266,200
Beef and pork, raw, salted, &c.	Tons	3,371	119,000	5,419	159,900
Butter	,,	5,484	354,700	6,968	428,200
Margarine	,,	97	4,900	726	32,700
Sugar, refined sand	,,	23,935	517,400	91,193	2,280,400
,, ,, lump	,,	1,887	68,100	2,000	65,200
Spirits	Gallons	3,430,553	164,000	15,552,774	533,700
Cigarettes	Number	35,700	32,900	39,814,000	36,900

STATEMENT of Breadstuffs Exported from the whole of European Russia (including the Black Sea, Caucasian Region, and to Finland) in 1892 as compared with 1888–91.

Articles.	1888.	1889.	1890.	1891.	1892.
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
Wheat	68,881,178	61,196,143	58,470,750	56,602,607	26,179,071
Rye	34,479,642	27,092,571	24,720,107	21,858,750	3,880,000
Barley	25,719,428	21,139,107	19,500,750	14,777,357	14,108,463
Oats	28,308,858	22,545,564	16,676,035	14,773,500	6,596,671
Buckwheat	662,143	487,285	435,000	445,179	222,750
Millet	226,928	90,000	152,035	262,285	58,500
Maize	7,106,464	8,681,500	6,624,960	9,067,178	6,936,429
Peas	2,080,607	1,457,357	1,215,964	2,148,429	803,250
Beans and lentils	383,785	295,071	377,035	601,071	318,857
Buckwheat and other groats	756,678	473,786	541,928	371,893	49,500
Millet groats	40,178	27,328	26,035	28,607	30,536
Rice	28,928	5,465	2,250	8,357	1,929
Flour, wheat	1,215,000	1,099,235	913,178	989,035	693,643
,, rye	1,489,821	1,115,357	840,535	709,393	1,309,821
,, all other except potato flour	71,678	41,464	42,428	21,536	22,178
Bran of all kinds	4,212,000	3,926,928	3,407,464	2,520,000	1,524,857
Other grain products	...	13,500	20,571	27,000	15,428
Total	174,322,476	129,395,703	133,967,025	125,212,178	62,751,893

Annex D.—STATEMENT showing Principal Articles Exported from St. Petersburg to all Countries in 1892 as compared with 1891.

Articles.		Quantity.	
		1892.	1891.
Wheat	Cwts... ..	12,357	2,106,322
Rye	„	2,250	2,213,357
Grits	„	4,178	287,429
Oats	„	1,133,036	4,715,035
Butter	Tons	1,403	38,750
Corn brandy and spirits ..	Gallons ..	4,550	6,454,500
Timber	Value £	950,300	804,258
Linseed	Cwts... ..	403,393	1,100,751
Oilcake	Tons... ..	33,855	36,419
Flax	„	19,387	15,952
„ tow and codilla	„	8,694	9,549
Hemp and hemp tow	„	645	1,451
Bones and bone-meal	„	12,161	15,355
Bristles	„	548	564
Tallow	„	451	594
Wool of all kinds	„	3,677	6,193
Sheet iron	„	693	484
Mineral oil	„	11,968	12,910
„ lubricating oil ..	„	11,758	9,274
Cordage	„	677	952
Linen	„	387	245

Annex E.—STATEMENT of Principal Goods Exported from St. Petersburg direct to the United Kingdom in 1892 as compared with 1888–91.

Articles.		1888.	1889.	1890.	1891.	1892.
Wheat	Cwts. ...	384,454	624,841	1,090,743	641,547	3,343
Oats	„ ...	6,136,531	5,823,719	3,696,005	4,302,887	1,179,051
Linseed	„ ...	912,661	739,830	943,486	552,621	255,038
Tallow	Tons ...	365	355	314	249	177
Bristles	„ ...	158	386	293	306	364
Hemp and flax yarn	„ ...	1,384	1,804	1,233	784	212
Flax, codilla, and tow	„ ...	9,480	6,715	7,728	8,629	8,257
Oilcake	„ ...	10,900	12,117	11,826	16,268	11,293
Deals	Standard dozen ...	799,592	866,004	792,931	699,170	819,414
Lath wood	Pieces ...	597,372	814,521	504,982	587,647	637,290
Rickers and spars...	... ...	241,424	395,970	616,977	269,911	341,140
Crash	Yards ...	3,694,815	2,413,281	1,987,356	1,732,270	3,256,543
Sheet-iron	Tons ...	1,954	581	902	285	572
Butter	„ ...	311	23	24	89	367
Bones and bone-meal	„ ...	1,064	2,098	2,121	1,065	1,006
Wool, camel and cow-hair	„ ...	597	3,415	2,257	6,118	3,563
Eggs...	Cases ...	6,333	14,168	26,904	33,537	24,448

Annex F.—STATEMENT showing Principal Goods Imported at St. Petersburg from all Countries in 1892 as compared with 1891.

Articles.		Quantity.	
		1892.	1891.
Oranges and lemons	Tons	1,290	1,435
Coffee	„	2,355	1,952
Tea	„	919	631
Wine in barrels	„	1,355	2,532
„ „	Gallons	116,250	16,250
„ bottles	Number	209,000	204,000
Herrings	Tons	10,097	8,290
Coals and coke	„	1,010,192	977,339
Chemical products (soda, potash, acids, &c.)		8,080	10,129
Olive, palm, and other oils	„	3,805	4,274
Dyewoods and substances	„	10,549	9,984
Cast-iron, raw	„	45,855	45,387
Wrought ditto, in bars, plates, &c.		4,274	6,419
Steel, assorted and other	„	2,597	1,855
Tin	„	1,049	710
Lead	„	13,984	10,744
Iron and steel, worked and polished, weighing more than 5 lbs.	„	1,274	694
Tools, hand, of all kinds	„	451	387
Locomobiles, machinery, fire-engines, &c.	„	3,597	8,919
Cotton, raw	„	31,129	15,355
Jute „	„	984	5,111
Wool „	„	223	726

Annex G.—STATEMENT showing the Relative Tonnage of British Shipping to the General Tonnage of the Port of St. Petersburg–Cronstadt in 1892, as compared with 1881–85, and 1886–92.

Year.	Tonnage of all Nations.	British.		German.	Swedish and Norwegian.	Danish.	Russian.	Dutch.	Other Nations.*
		Tonnage.	Per Cent. of Tonnage of Vessels of all Nations.						
Average, 1881–85 ..	972,788	533,111	54·7	155,428	113,524	99,238	44,190	22,603	4,694
„ 1886–90 ..	1,007,639	551,117	54·7	138,656	115,240	131,055	44,554	21,159	5,858
In 1891	960,162	534,389	56·6	108,064	122,393	121,834	47,394	16,607	9,481
„ 1892	988,012	580,059	58·8	113,413	85,151	126,183	54,945	19,838	8,423

* French, Spanish Italian, and Austrian.

Annex H.—STATEMENT of Tonnage of British Vessels that visited the Ports of the Consular District of St. Petersburg in 1888–92.

Ports.	1888.	1889.	1890.	1891.	1892.	Average.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Abo	15,524	20,813	23,955	18,275	28,525	21,418
Archangel	64 780	69,733	48,835	95,644	74.266	70,659
Björneborg... ...	46,614	49,555	31,725	37,152	37,606	40,530
Cronstadt and St. Petersburg ...	570,994	595,620	543,203	534,389	580,059	564,853
Hangö	1,994	3,305	3,084	5,283	5,831	3,899
Helsingfors... ...	39,280	39.412	38,197	49,799	52,243	43 786
Kotka	32,831	39,884	29,256	37,864	44,429	36,853
Reval	133,338	140,788	123,477	118,728	79,164	119,099
Uleaborg	15,820	22,491	20,833	22,375	24,448	21,193
Wiborg	32,294	31,296	29,601	37,902	38,332	33,885
Total	953,469	1,012,897	892,166	947,331	964,903	956,175

ARCHANGEL.

The season at Archangel, though not inactive, was inferior to its predecessor, more especially in the export of the more important articles. But, considering the many obstacles now besetting commercial enterprise in this unfriended region, the year may be said to have been a fairly average one for these times.

Inland communications.

As the future rise or further fall of the trade of this immense district depends on its inland communications, now so scarce, unreliable, and altogether behind the age, each year sees various plans suggested and discussed in the Press with a view to the amelioration of the same, but beyond the irresponsible paper stage none of the said projects seem to advance. The difficulties, though not insuperable, are certainly discouraging. The province of Archangel, stretching from the dreary Murman Coast to the confines of Siberia, and far removed from all centres of activity, embraces a territory more extensive by far than most European countries, such as England or France, and over this huge unwieldy expanse, peopled by not more than 338,000 souls, not only are railways and canals unknown—as indeed is almost everthing else—but the roads are wretched, the rivers for eight months of the year are frozen, and even during the brief summer, when so sorely needed, are frequently too shallow for traffic. The natural outlet for its products, the port of Archangel, would with the rise of rail and water way, and the thorough exploitation of the whole outlying region, inevitably attract the greater commerce resulting from the improved conditions. But for the present it would seem that the inhabitants, in spite of every effort to obtain a practical hearing, will have to wait their turn, and struggle on meanwhile with the resources, such as they are, of nature, while those of civilisation, commercial and otherwise, are being pressed on elsewhere.

Proposed electric railway to connect Archangel with St. Petersburg.

Among projects broached during the past year was that of an electric railroad to connect Archangel with St. Petersburg, to be promoted apparently by French enterprise. This possibility of the future has been referred to lately in the "Novosti," in the official "Journal de Saint Pétersbourg," and in the Paris "Figaro," the latter, indeed, alluding to it as already decided upon.

The Northern fisheries.

Some such line, it is thought, would give an especial impetus to the fisheries of the north, which so far, in the hands of the Russians, do not lead to success. Articles lately appearing in the "Novoe Vremya" and other journals of the capital call urgent attention to the question of the sorry condition of the northern whale, seal and other fisheries, more particularly when confronted with the far superior profits which the Norwegians manage to extract from the same waters, but beyond the extension of the telegraph along the coast, to acquaint the fishermen with the movements of the fish, no other remedies are proposed which can be considered practical at the present moment.

Naval and commercial port on the Murman Coast.

There has been, however, a good deal of the usual discussion in the newspapers as to the advisability of a naval and commercial port on the Murman Coast, to be in railway connection with St. Petersburg, but from the immense expense such an undertaking would entail, it is not recognised as imminent, though a commission is reported to be going out this summer in the steamship "Lomonosoff" to investigate certain sites on the coast.

A Russian cruiser in the northern waters.

With a view to the encouragement and protection of the Russian fisherman, the Government has resolved to station a cruiser each season in these northern waters, and on the opening of navigation the "Naiesdnik" will sail from Reval for this purpose.

Catch of fish.

The annual catch of fish along the Murman Coast, the White Sea, and Nova Zemlia, consisting mainly of cod and hake, as also salmon, herring, turbot, gwiniad, cat-fish, shark, &c., reaches some 2,000,000 pouds, or 32,500 tons, and might be developed to a much greater extent, as also the trade in seals and other marine animals.

General shipping.

The shipping season at Archangel showed a falling-off as compared with 1891. Exclusive of local vessels, 151 steamers and 124 sailing ships entered the harbour, representing an aggregate tonnage of 143,531, or 22,443 tons less than the preceding year.

British shipping.

Of the 278 vessels of all flags that left the port, 227 were bound for the British Isles, while more than 50 per cent. of the combined tonnage was English, so that in general the shipping and business life of Archangel, whose rise in the 16th century, whose sudden plunge into overflowing prosperity during the time of Bonaparte's continental system, and whose rapid decadence (in so far as it dates from the Crimean war) were in the main connected with, if not due to, English action, still remains essentially English, though in the port itself our countryman, as a resident commercial factor, now yields altogether to the German.

Imports.

As usual all British ships arrived in ballast, the import from abroad being insignificant. Such imports as there are consist

chiefly of fish, skins, and other goods brought in coasters from the Russian and Norwegian shores to the value of from 700,000 r. to 1,000,000 r. annually. Besides these, goods to the value of 3,000,000 r. or 4,000,000 r. are imported from the interior.

Exports. The exports were less plentiful than in 1891, showing a decided decline in timber, oats, and linseed, while in flax, tow, and codilla, tar, pitch, and eggs a corresponding increase appeared.

Timber. Timber is the principal export from Archangel, the province having some of the richest forests in Russia, for the most part belonging to the Crown. This trade forms the chief source of sustenance to the dwellers on the Dwina and its tributaries, occupying in the hewing and collection alone some 20,000 men. Each year more than 1,000,000 trunks are floated to the saw-mills of Archangel, of which there are 10 worked by steam and 1 by water. The timber of the Vologda province is exported through Archangel, that of the province of Archangel through Archangel, Onega, Sorokka, Kem, Mezen, and Kovda, all ports of the White Sea frequented by British shipping. The total export in 1892 from Archangel (almost exclusively to England) reached 611,515 standard dozen, equal in value to nearly 4,000,000 r. The figures show a decrease of some 50,000 standard dozen in comparison with 1891, but the Crown forest sales last autumn were unusually lively in the number of buyers and briskness of business, promising a good export for coming seasons. 1,211,262 trees were bought, the cost being 1,740,107 r., or 412,236 r. above the fixed minimum price, an unprecedented amount, each tree of the Vologda government selling for 50 c., and of the Archangel Government for 26 c., above the minimum price.

Total export of same.

Flax. Tow and codilla. The flax export increased from 121,719 pouds (39,558 cwts.) to 134,953 pouds (43,859 cwts.), and tow and codilla likewise improved.

Linseed. In consequence of the bad crops of 1891, the generally inconsiderable export of oil-seeds diminished somewhat. Linseed is a far from profitable article of commerce at Archangel, and often fetches lower prices abroad from the bad quality of the sifted and cleansed seed.

The harvests. The harvests of 1892 were far from satisfactory, so the peasants in January of the present year were nearly everywhere obliged to buy flour for food, and on account of very high prices much distress prevailed during the winter. The bad harvests, too, of 1891 diminished last year's export of oats by 487,595 bushels.

Tar and pitch. Tar and pitch showed a slight improvement, 92,625 barrels of the former and 17,094 barrels of the latter having been shipped.

Naphtha. Along the basin of the Uchta, in the Mezen forest district, naphtha sources were discovered during 1891 and 1892 in 78 places, and measures are being taken for their better exploitation.

Salt. Some concern has been expressed here as to the preference given in the local fish trade to any salt but that of Archangel; salt being a most important article here. Though the province is rich in salt springs, and though foreign salt is very much dearer (local salt, 20 c. per poud; Perm and Vologda, 30–33 c. per poud;

foreign, 35 c. per poud at Archangel, and 40–50 c. per poud in the fish districts) and only very little stronger than local salt, yet the use of the latter is altogether avoided as suffering greater natural loss, and, from its uncleanly condition, leaving a dirty slime on, and thereby lessening the value of, the fish on which it is employed. In the last century 150,000 pouds of local salt were annually produced, while now the number has sunk to 50,000 pouds. The causes are stated to be bad management, carelessness, and ill-constructed apparatus. Under the direction of the Governor of Archangel measures have been taken to organise matters on a fresh footing.

Telegraphic communications.

During 1892 the town of Kem was united by telegraph to Archangel. It is hoped to extend telegraphic communications to the Norwegian frontier within a short time. In such an isolated and unprovided province as Archangel the telegraph is the only uninterrupted means of communication, and, therefore, especially needful, and now that of late years Mezen, Onega, Pinega, and other parts have been furnished with wires, the province is gradually getting in touch with its own and the outer world.

Telephones.

One or two private telephones for business purposes have lately been erected in the town at great cost.

Electric light.

The French "Figaro" lately informed its readers that Archangel was lit by electricity. While in summer the illumination of this northern city is superior even to electricity, being the light of day the whole night through, during the interminable winter months it is of a much more dismal character, consisting of small oil lanterns of the most primitive sort, gas being as yet unknown.

Dredging.

Dredging has been steadily continued in the Dwina Channel and at the bar, and vessels can now leave with a draught of 17 feet.

Port charges.

In considering the obstacles in the way of the freer development of their export trade, the Archangels might look nearer home and not lose sight of the oppressive port charges—a constant source of complaint among British ships. Now that the heavy lighterage expenses—reckoned hitherto at from 70,000 r. to 150,000 r. annually—have been rendered needless, there remain the address commission, the 7 per cent. difference in exchange for freight advances, and the high prices for deal stowage, in which some diminution might be possible.

Cholera, no cases of.

Not one case of cholera occurred in the town or district, and every precaution was taken to prevent its importation by land or sea. It is half expected, however, this year, as the experience of the epidemics of 1831, 1848, 1853, and 1871 proved that the disease invariably visited Archangel the year following its appearance in the rest of Russia.

Population of the province.

The population of the province or government of Archangel in 1890 was 338,715, including 12,000 Korelians, 13,000 Girians, 6,500 Samoyedes, and 2,000 Lapps, remnants of the Finnish races who first peopled these parts.

Population of the city.

High death-rate.

The population of the city, which in 1863 was 20,178, declined to 17,758 in 1890. This is explained by the remarkably high

death-rate here, all the more so that the people of the province generally are noted for their fine physique and vigorous frame. Some papers published in the local official gazette show that from 1850–90 the deaths have annually exceeded the births, the average yearly excess being 110, or a total decrease in population during this period of 4,400. Foreigners and residents who are not natives of the town suffer the most. Fortunately, though still high enough, the figures have greatly improved of recent years, as the following statement shows:—

TABLE showing the Average Annual Excess of Deaths over Births.

Year.	Number.
1851–1860	259
1861–1870	129
1871–1880	48
1881–1890	7

The last British vessel sailed from the port on October 20, and navigation closed soon after. Close of navigation.

TABLE of Principal Articles of Export from Archangel during the Years 1892–91.

Articles.		Quantity.	
		1892.	1891.
Timber	Standard doz.	611,515	662,723
Oats	Bushels ..	1,600,396	2,087,991
Linseed	„ ..	80,059	238,421
Flax	Cwts.	43,859	39,558
Tow and codilla	„	42,564	37,230
Linseed cakes	„	28,509	24,955
Tar	Barrels ..	92,625	84,219
Pitch	„ ..	17,094	15,595
Eggs	Pieces ..	840,960	..
Mats	„ ..	115,100	137,860

RETURN of all Shipping at the Port of Archangel during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	1,113	97	73,031	101	74,144
Russian and Finnish*	4	980	...	...	4	980
Swedish and Norwegian	69	19,698	17	13,260	86	32,958
Danish	33	6,095	4	3,204	37	9,299
German	13	3,788	30	19,140	43	22,928
Other countries ...	1	138	3	3,084	4	3,222
Total	124	31,812	151	111,719	275	143,531
,, for the year preceding ...	157	40,610	177	125,364	334	165,974

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	1,262	97	73,031	102	74,293
Russian and Finnish*	4	980	...	...	4	980
Swedish and Norwegian	70	20,176	17	13,260	87	33,436
Danish	33	6,095	4	3,204	37	9,299
German	14	4,106	30	19,140	44	23,246
Other countries ...	1	138	3	3,084	4	3,222
Total	127	32,757	151	111,719	278	144,476
,, for the year preceding ...	154	39,664	177	125,364	331	165,028

* Exclusive of the Murman Company steamers and of coasters.

REVAL.

Baron E. Girard de Soucanton reports as follows:—

Last year was one of the worst the trade of Reval has witnessed for a good many years as regards imports, and even more as regards exports.

The reasons which during the last years have continually caused a diminution of import trade at Reval still continue and probably will never cease, it must therefore be expected that the imports will never again assume such dimensions as during the first 10 years after the opening of the Baltic Railway. All that Reval trade can hope for is to keep the import and forwarding trade as it has been for the last few years. The greatest decrease is noticeable in the import of coals, cotton, and machinery, whilst only very few articles show a small increase. The decrease in the import of cotton may be explained partly by the bad business all Russian cotton mills are said to have done until last fall, and

partly by the cotton from Turkestan getting more into use with spinners. This cotton is said to have greatly improved in quality during the last years and to be hardly inferior to American. The decrease in the import of machinery is probably due to bad trade all over Russia, as well as to the high duty now levied.

Last year's crop in Russia, at least in those parts from whence Reval draws its supplies, was apparently not much better than that of 1891, and this fact accounts also for the extreme falling-off of the export of grain. The prohibition of export was withdrawn for oats in spring and for other grain in summer, but nevertheless only about one-third of oats, hardly any barley, and not quite half of linseed were shipped as compared with the quantities exported in 1891. Of wheat and rye actually nothing was exported. The stocks stored here for shipment this spring are quite insignificant, and unless this year's crop, which so far looks rather promising, should turn out as expected, this year's grain export will show very poor figures. Another question which may seriously affect the grain export of Reval is how the railway tariffs for the ensuing season will be regulated.

These last 2 years the Baltic Railway Company has been building a grain elevator, which within a short time will be in perfect working order. It is fitted with all modern machinery for receiving, weighing, cleaning, and loading grain, and is lighted all over with electricity. The whole capacity including one adjacent warehouse, which is connected with the elevator, is estimated at about 700,000 pouds (22,580 cwts.) of heavy grain.

The Baltic Railway Company intended to erect some further warehouses for storing grain, but since the railway has now passed to the Government it is as yet uncertain whether this plan will be carried out.

The prospects of the present year are also rather gloomy, since the navigation has been interrupted by ice for an extraordinary long time, whereby a great quantity of goods which otherwise would have been imported into the interior by Reval have found their way to Hangö and Libau. The import trade of this year will, therefore, probably show a further decrease.

Annex A.—RETURN of all Shipping at the Port of Reval during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	86	79,564	86	79,564
Russian	1,006	57,338	310	98,098	1,316	155,436
German	2	206	92	42,554	94	42,760
Danish	6	500	18	14,560	24	15,060
Swedish	5	336	7	1,640	12	1,976
Norwegian	7	618	12	6,754	19	7,372
Dutch	...	...	5	2,478	5	2,478
Austrian	1	346	...	...	1	346
Total	1,027	59,344	530	245,648	1,557	304,992
,, for the year preceding ...	887	54,504	545	299,032	1,432	353,536

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	85	79,164	85	79,164
Russian	1,019	58,648	307	97,318	1,326	155,966
German	2	206	93	42,620	95	42,826
Danish	6	500	17	13,382	23	13,882
Swedish	5	336	7	1,640	12	1,976
Norwegian	6	618	12	6,754	19	7,372
Dutch	...	...	4	1,986	4	1,986
Austrian	1	346	...	...	1	346
Total	1,040	60,654	525	242,864	1,565	303,518
,, for the year preceding ...	872	52,918	544	299,786	1,416	352,704

Annex B.—RETURN of Principal Articles of Export from Reval during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Pouds ...	2,366,237	315,498	...	...
Rye	,, ...	1,446,593	176,806	...	...
Oats	,, ...	3,390,485	301,377	1,463,414	117,073
Barley	,, ...	600,784	76,767	233,315	23,332
Linseed	,, ...	674,500	97,428	284,282	39,800
Buckwheat groats...	,, ...	3,115	380	17,631	2,645
Peas	,, ...	23,392	2,080	10,776	970
Bran	,, ...	406,499	10,987	31,950	1,600
Oilcakes	,, ...	197,759	36,133	361,509	28,920
Meat	,, ...	6,574	2,922	3,992	1,797
Game	,, ...	93,397	72,642	40,444	28,311
Butter	,, ...	13,040	17,390	9,144	13,716
Eggs	Pieces ...	6,691,040	11,895	1,523,130	2,285
Flax	Pouds ...	1,212,292	471,447	1,084,002	466,120
Codilla	,, ...	122,958	40,986	92,114	27,634
Hemp	,, ...	21,845	12,136	4,797	2,400
Hemp yarn	,, ...	2,843	1,263	...	...
Cordage	,, ...	3,613	2,530	987	493
Asbestos	,, ...	11,829	4,600	14,576	5,100
Spirit	Vedros ...	519,645	75,060	253,520	36,507
Hides	Pouds ...	68,090	120,050	65,073	65,073
Glycerine	,, ...	2,936	23,490	...	...
Bristles	,, ...	11,916	79 443	2,562	14,093
Wool	,, ...	1,334	2,223	20,562	37,012
Camels and other hair	,, ...	4,541	3,027	6,005	6,600
Bones	,, ...	4,817	268	5,348	374
Bone ashes	,, ...	12,043	1,424	1,200	108
Mineral oil	,, ...	149,940	19,992	215,348	10,767
Joiners' work	,, ...	20,193	13,462	24,074	24,074
Boards	Pieces ...	45,025	2,001	23,681	947
Sundries	Pouds ...	70,354	56,013	59,356	40,769
Total	Pouds ...	10,943,919	2,051,720	4,052,461	998,420
,, ...	Pieces ...	6,736,065		1,546 811	
,, ...	Vedros ...	519,645		253,520	

RETURN of Principal Articles of Import to Reval during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Oranges and lemons	Pouds	60,268	13,393	35,269	5,290
Fruits and vegetables	,,	27,673	20,099	12,824	8,822
Coffee	,,	34,334	53,409	21,537	34,459
Cocoa	,,	7,247	10,468	6,022	8,431
Tea	,,	5,677	12,234	7,056	14,113
Rice	,,	4,461	1,984	14,129	4,945
Beer and porter	,,	2,858	1,084	1,735	815
Wine	,,	20,294	27,060	9,775	9,775
Herrings	,,	282,163	43,892	243,103	36,465
Bleaching powder	,,	27,843	3,093	9,578	2,395
Soda	,,	22,007	3,668	17,244	3,500
Gum	,,	48,728	97,457	52,736	85,842
Copra	,,	80,842	26,948	82,472	24,743
Superphosphate	,,	122,663	10,176	100,205	5,010
Cement	,,	1,368	92	5,919	296
Clay	,,	9,881	142	45,004	205
Bricks	,,	79,389	2,647	92,527	1,850
Dye goods	,,	67,537	53,488	45,890	38,861
Drugs and chemicals	,,	67,789	58 838	103,795	89,789
Olive oil	,,	8,704	8,704	11,316	9,053
Palm oil	,,	31,158	17,310	33,134	16,570
Coal	,,	3,404,890	52,965	1,881,491	18,833
Coke	,,	41,238	687	32,824	1.860
Cotton	,,	2 241,346	2,490,384	1,967,270	1,967,270
Wool	,,	7,494	16,653	2,944	6,477
Shoddy	,,	19,835	61,711	12,015	9,613
Jute	,,	6 909	2,303	31,505	9,451
Pig and wrought iron	,,	111,077	20,876	125,648	19,860
Steel	,,	80,696	32 279	91,009	36,400
Copper	,,	50,007	66.676	60,506	53,758
Zinc	,,	3,813	1,695	1,235	495
Tin	,,	13,682	15 202	11.339	11,340
Lead	,,	14,445	4,012	426	100
Hides	,,	11,045	17.352	13 338	15,105
Yarn, cotton, worsted, and linen	,,	23,885	106,324	15,437	54.406
Steel wire	,,	4,986	3,878	3,995	2,797
Iron and steel boiler work	,,	19,142	14 888	9,089	5,453
Wrought iron goods	,,	25,024	22,433	3,000	1,160
Cast-iron goods	,,	9,076	3,631	5,663	1,700
Machinery	,,	233,742	233,555	150,759	130,655
Tools	,,	18,713	18,714	17,602	15,840
Earthenware	,,	3,329	4,070	2,599	2,860
Glassware	,,	3,337	2,967	3,631	2,905
Pottery	,,	11,453	6,363	7 186	2,156
Joiners' work	,,	4,215	5,152	1,916	720
Empty casks	,,	44,970	4 997	53,394	5,340
Manufactures	,,	8 893	62,881	5,474	38,318
Sundry goods	,,	221,062	216,765	209,355	200,274
Champagne	Bottles	13,042	5,072	10,063	3,019
Spirits	,,	15,871	3,527	7,968	1,594
Mineral water	,,	92.201	2,561	37,812	1,134
Wine	,,	10,832	1,805	6,615	992
Total	Pouds	7,656,188	3,968,565	5,671,920	3,023,114
,,	Bottles	131,946		62,458	

Annex C.—TABLE showing the Gross Value of all Articles Exported from and Imported to Reval to and from the following Countries during the Years 1891–92.

Country.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Pouds.	£	Pouds.	£
Great Britain	10,550,376	2,559,660	6,274,727	2,157,197
United States of America	793,887	882,097	296,674	378,959
Germany	2,919,992	1,760,835	1,612,391	1,065,575
Holland..	3,104,532	427,975	351,057	78,962
Denmark	655,744	87,770	261,776	39,722
France	527,425	228,988	591,523	235,479
Sweden	215,333	25,570	219,879	14,980
Belgium	91,174	13,946	192,542	25,824
Norway..	222,487	32,088	148,425	22,367
Italy	780	370	3,371	2,469
Spain	1,116	759	..	..
Portugal	32	42	..	..
Turkey	95	185	..	..
Total	19,082,973	6,020,285	9,952,365	4,021,534

HELSINGFORS.

Mr. Vice-Consul Cooke reports as follows :—

General condition of Finland.

The year 1892 was a hard one for Finland. Financially, the whole country has been going through a severe crisis, arising principally from an excess of building speculations, and now the victims of these speculations, passing through the bankruptcy court, are neither few nor far between. Economically, a poor harvest over the greater part of Finland, and a total failure in several, north and north-east, portions of the land have made the year, already hard to bear, still more so on account of the agricultural community having little or no money to spare. The Imperial Order forbidding the export of corn was rescinded too late in the season to make a great difference. Add to these the cholera scare and the low price of timber which still prevails in England, and we see that the condition of the country could not well be otherwise. Difficult as the times were, however, they were generally expected, and so nobody was disappointed. There is reason to hope for a better state of things—at least economically—as soon as these hard years are past, for from a financial point of view, with a steadily rising revenue, with a National Debt of a little over 3,000,000*l.* (more than counterbalanced as it is by the present value of the State railways, about 6,000,000*l.*, for which the money has been mainly borrowed), and a steady, industrous, and active population, the Finns have no great cause to doubt the future of their nation, however dark things may occasionally appear. To ease the public, the Bank of Finland contracted a

loan of 10,000,000 marks,* but this sum was soon used up, and the crisis continues to be much felt.

Timber trade.

The timber trade of the land was carried on under depressing conditions, owing to the insecurity caused by many failures in England, and by the prevailing low prices. The state of affairs was such that a meeting of the chief Finnish producers was held, and a decreased output agreed upon and honestly carried out. Under the past year sawn timber had decreased by 3,115 standards, and the timber actually exported by 30,000 standards, whereas the stock in trade at the end of the season had increased by 6,365 standards. The prices offered for 1893 have been somewhat better than last year, but the sellers show a considerable reluctance to conclude, which promises well for the coming season. Thanks to the measures taken, a certain revival is expected for the present year, to which must be added, too, that freights continue very low. In general 1892 was remarkable for its quiet, there being no great business done, nor any great failures as in 1891.

Timber exported.

The following were exported for the years mentioned:—

Description.	Quantity.	
	1892.	1891.
	Standards.	Standards.
Sawn timber of at least 2 metres..	286,265	320,360
Unsawn „ „ ..	117,162	123,408

Showing a slight decrease for the latter year. In spite of the long continuation of the present comparative stagnation there has been but one failure to report hitherto. Some figures have just been published, which shows the following:—

Description.	Amount.	
	1891.	1890.
	Marks.	Marks.
Total commerce	251,000,000	233,000,000
Of which with Russia	88,000,000	84,000,000

Partial failure of crops.

The rainy season of 1892 caused a complete failure of the grain crops in the north and north-east parts of the country, and this coming on the bad harvest of the previous year, was all the more felt, but thanks to relief works, Government and private help, and the low prices of corn, the population has been well cared for, indeed it is much feared that a too generous response to these appeals will make the peasantry unwilling to provide for future rainy days.

* The Finnish mark = 1 fr.

Finland sends help to Russia.

Though Finland was hardly handicapped herself, she yet found it possible to help somewhat Russia in her want, and no less than 200,000 marks were distributed to various Russian governments.

Prospects for 1893.

As far as can be seen at present the prospects for 1893 are not good. The great number of bankruptcies, the all-prevailing fear of the introduction of Russian duties, the still much-felt scarcity of money, and the low prices of timber, make it improbable that a change for the better can soon take place.

Foundation of "Export Society."

A new Export Society has been established in Helsingfors, and with a view to promoting its work the Finnish Government has decreed a subsidy of 1,000*l.* per annum towards its expenses for 3 years. Its object is to further in various ways the export trade of the land by sending out, principally to England, duly qualified persons as enquiry agents, &c. It endeavours so far to augment the export of paper, granite, matches, wooden goods, &c.

Emigration.

The emigration of Finns to Canada and the United States increased considerably during the year, so that already some laws are to be proposed at the next Diet in 1894 touching the control of the same. At the present moment there are about 100,000 Finlanders in America, who annually send to their poor relations at home from 7,000,000 marks to 8,000,000 marks.

Introduction of decimal system.

Among other things, the French decimal system of weights and measures was introduced at the beginning of 1892 into Finland, and it is now obligatory. This reform certainly caused some confusion at first, but it is felt by all classes to be of great ulterior use.

Railways.

Finland continued throughout the year steadily extending her railways, so that the total length completed was about 2,000 kiloms. and the estimated value 6,000,000*l.*, all owned by the State. Among the important lines finished was that of Viborg-Imatra (70 kiloms.), which now opens out to the tourist the famous Imatra Falls, where the immense Saima Lake rolls its waters out on their way to join the Ladoga. Hotels are good there, so it is hoped that the ubiquitous British tourist will find his way thither, as well as the simple tripper from St. Petersburg, to enjoy some of the beautiful scenery of Finland.

As was to be expected, 1892 showed a slight decrease of railway receipts (12,391,000 marks, as against 12,796,000 marks in 1891), but this is only temporary in all probability.

Uleaborg-Tornea Line.

The Uleaborg-Tornea line is being surveyed by Finnish engineers, but as the Swedes are somewhat slow with the Haaparanda line, on the other side of the frontier, it is doubtful when the much desired junction will take place.

Harbour railway.

Helsingfors has now got well started with the long talked of harbour and railway (which will eventually encircle the town with an iron belt) leading to the central line. The work is slow and laborious, as it leads over granite rock, requiring much blasting, as well as tunnels and special quays, and one often meets with improved English machinery and dredgers there.

About 300 men were employed most of the winter, and it is hoped that the greater part of the work will be finished by the end of 1893.

Tammerfors cotton and weaving mills.

At Tammerfors—the Manchester of Finland—right in the centre of the country, lie the celebrated cotton and weaving mills which still bear the name of the Scotchman, James Finlayson, who founded them so long ago as 1820, but, in spite of free lands and loans from the Government of Finland, they did not appear to prosper, and 15 years later he sold them and returned to Scotland. The new owners have extended the works enormously, and continue to do so, as will be seen from the following figures:—

Year.	Number of Workmen.	Number of Looms.
1835 (about)	50	509
1845	531	8,956
1860	1,527	24,600
1891	2,096	66,500

They turn out work to the value of 6,500,000 marks, and the produce is sold all over the country and North Russia. The great cause of the prosperity of Tammerfors is the fact that, by decree of the late Emperor, the town is duty free till 1905, and the freedom of the town from duties is, it is said, one of the great difficulties in the way of introducing the Russian customs tariff into Finland. The looms and nearly all the machinery are English. A few Englishmen still remain on the works, but have otherwise been allowed to die out.

Increase of Helsingfors.

The town of Helsingfors has much improved and increased in the past year, though the prevailing slackness of business was certainly very sensible, and the population scarcely increased by 2,000 people, whereas 2,964 was the increase in 1891, and 3,081 in 1890.

Helsingfors water supply.

Among other works is that of the town water supply, which is now very good, and some extensive alterations for the better have been concluded.

Thus the town is now connected with the River Vanda, 3 miles distant, by two independent systems of mains. All these mains are from England, and their value exceeds 7,000*l*., whilst the cost of the works comes near 13,000*l*.

The cholera scare.

The "cholera scare," of course, caused great commotion last year, and all means were at once employed to meet the dreaded guest, but, although wooden barracks were erected and doctors appointed, fortunately no cholera made its appearance—in spite of many false alarms; neither is it feared as in past years, sanitation having made great progress of late in Finland. It is expected from St. Petersburg during the current year, but it is to be hoped the various precautions will prove as efficacious as last year.

New hospital.

It has been decided to build a new hospital, of which the commencement has been made already, and of which the total cost will be about 25,000*l*.

The work of blowing up the reef of Lonnan, at the entrance to

Destruction of reef called Lonnan. Lightship on Arans shoal.

the harbour, has been finished, and thus the harbour has been rendered still more safe for large men-of-war.

The navigation to Helsingfors has been made more secure by the placing of a lightship on Ärans Shoal, south of Grahara.

Harbour improvements at Sörnäs.

Sörnäs, as a port, has been much improved of late years, so it is no longer the case that vessels are kept for 12 and 14 days as in the "good old times." It is to be hoped, though, that the authorities will see their way to introducing the electric light at Sörnäs, which, promised so far back as 1889, still remains a desideratum, though it is only wanted for 3 months in the year. While on the subject, too, a slight extension of the quays, or deepening of a portion of the water, so as to allow of vessels of deeper draught going to the present quays, is much to be recommended. In the south harbour the quay extensions have been very great.

New Protestant church.

Among public buildings may be reckoned the new Protestant church, of which the towers are seen from a great distance. Built of brick in the Gothic style, its fine position and noble west front make it one of the main ornaments of the town. Its towers are 250 feet high, and its size may be judged from the fact that it seats 4,000 people, whilst it cost nearly 50,000*l.*

Trade of Helsingfors.

As regards the trade of the town the imports, consisting chiefly of grain, coffee, sugar, iron, and manufactured goods, were equal in value to 36,789,375 marks, or an increase of 1,795,567 marks compared with 1891

There was a very slight decrease of 10,448 marks in the exports, the principal articles of which were timber, iron, textiles, paper and pulp, butter and grain, the total value of the entire export being 6,216,790 marks.

On the whole, then, Helsingfors, which has gone in too extensively for building operations of late, must moderate its zeal somewhat for a year or two, or else it will run the risk of a more general break-down in that line than has been the case hitherto, for the want of money is much felt.

Agricultural Report.

General review

The harvest of 1892 was the worst for Finland since the terrible famine of 25 years ago, during which the whole land suffered so much, and so many thousands of the unfortunate peasantry were literally starved to death, but, thanks to the great improvements in the communications and the prevailing cheapness of cereals—rye, on which the people almost entirely subsist, being imported in vast quantities from Russia and the Baltic Provinces —the Finnish Government was enabled to take precautionary measures, which, ably supplemented as these were by private charity, were successful in enabling the peasantry to tide over the worst time, and also in providing them with corn, mostly through loans and advances, for sowing their otherwise bare fields.

Extent of famine.

It was only in the north and north-east of Finland that there was a total failure of crops; a late spring, wet summer, and early

autumn having allowed that much dreaded foe of the Finnish farmer, night frost, to stretch its ruinous hand over thousands of acres of unripe corn, and the potato fields produced hardly anything as well.

In the remainder of Finland the harvest, though indifferent, was still, on the whole, almost tolerable.

Area of corn sown.

In spite of great climatic disadvantages the corn-growing area steadily increases. Of rye the average annual production was 949,035 bushels during the 4 years ending 1882, whilst in the 4 years ending 1890 it rose to 1,237,190 bushels annually.

Of oats in the above 4 years the average was 804,683 bushels, but for the 4 years ending 1890 the average was 1,315,978 bushels, or nearly 60 per cent. more.

Statistics of late harvest.

The effect of the late bad season is seen in the import of cereals up to December 1, as compared with a like period of 1891:—

Articles.	Quantity.	
	1892.	1891.
	Bushels.	Bushels.
Rye	5,212,686	1,919,444
Wheat	8,451,071	8,370,764
Barley	5,282,928	3,145,788
Oats..	268,719	202,722
Total	19,215,404	13,638,718

Export of cereals.

The export of cereals on the other hand was considerably less, showing 154,675 bushels, as against 1,756,204 bushels for 1891.

On the whole Finland required to buy almost five times as much as she usually does to supply the deficiency in the home supply, so that the result of the harvest of 1893 is looked forward to with grave anxiety.

TABLE showing the Total Value of all Articles Exported from and Imported to Helsingfors from and to Foreign Countries during the Years 1892–91.

EXPORTS.

Articles.	Value.	
	1892.	1891.
	Finnish marks.	Finnish marks.
Timber	3,012,381	3,500,788
Paper and paper pulp	1,067,912	734,033
Tissues	596,159	485,241
Butter	95,798	128,995
Machinery	62,305	54,990
China goods	562	166,605
Various	1,381,773	1,156,586
Total	6,216,790	6,227,238

IMPORTS.

Articles.	Value.	
	1892.	1891.
	Finnish marks.	Finnish marks.
Corn and flour	8,612,699	4,349,796
Manufactured goods	3,286,778	3,041,268
Sugar	3,049,807	2,637,896
Coffee	1,911,410	2,328,834
Wine and spirits	1,311,606	889,399
Machinery	1,267,446	1,561,724
Coal	726,158	819,067
Petroleum	502,216	474,573
Various	16,121,255	19,890,251
Total	36,789,375	34,992,808

RETURN of Principal Articles Exported from Finland during the Years 1892–91.

Articles.		Quantity.	
		1892.	1891.
Wood	Cubic metres	2,014,523	2,117,817
Corn, &c.	Kilos.. ..	3,889,849	44,647,669
Paper pulp	„	21,734,468	21,005,949
Iron and steel	„	12,935,096	12,217,795
Paper	„	14,050,561	13,131,101
Butter	„	8,142,629	7,963,594
Fish	„	6,253,771	7,078,474

RETURN of Principal Articles Imported to Finland during the Years 1892–91.

Articles.		Quantity.	
		1892.	1891.
Corn, &c.	Kilos.. ..	195,075,537	93,745,944
Iron and steel	„	15,986,578	21,890,874
Petroleum	„	9,435,319	9,863,990
Coffee	„	5,153,860	5,540,155
Cotton	„	4,655,272	3,973,704
Fish	„	6,169,574	3,530,545
Tobacco	„	2,913,093	2,694,099

Moscow.

Mr. Vice-Consul A. F. H. Medhurst reports as follows:—

Trade and Industry.

Commercial operations in the past year suffered from the effects of the famine in 1891, the harsh measures adopted against the Jews, and the cholera.

Notwithstanding these adverse circumstances failures were fewer than had been anticipated, although many Jewish merchants compounded with their creditors, and bills were in many cases prolonged.

Business done at Nijni Fair was better than what was expected, and towards the autumn a revival occurred in the sale of cotton and woollen goods.

Iron and hardware likewise improved. Credits were, however, extended; buyers, who formerly paid by bills from 9 to 12 months' date, obtaining from 12 to 18 months' credit.

With a revival in trade more orders were booked for mill machinery, and those sent to England for spinning and cotton weaving machinery were as important as in the preceding year.

The two lace mills recently established in Moscow continue to prosper, one employing 400 men, with 5 British foremen and designers (earning from 200*l.* to 250*l.* per annum each), is the property of an English firm, whilst the other (a Russian undertaking, with about 800 hands, employs an English foreman and 8 British sub-foremen and designers (receiving from 250*l.* to 300*l.* per annum each). Russian and British workmen appeared to work together in harmony, and it is evident that the error of former years has been rectified, and greater attention given to the selection of the men in England. It is highly desirable that only those with good characters for sobriety should be sent to Moscow, where alcoholic drinks are cheap and holidays very frequent.

The machine works and iron foundries owned by British subjects, with English foremen and draughtsmen, did a great amount of work, and a large shop, started a few years ago by enterprising Scotchmen on the same system as the stores in England, has proved an immense success, employing over 800 hands. It is pleasing to note that, contrary to the universal practise in this town, the last-named undertaking is closed on Sundays, thereby setting an example highly approved by the better classes, who wish to see Sunday closing rendered compulsory.

The following are the latest available statistics for foreign imports to Moscow, the rouble being calculated at 2*s.*:—

Year.	Total Value of all Goods Imported into Moscow.	Customs Duties Levied thereon.
	£	£
1892..	.. *	3,318,912
1891..	5,235,712	3,277,470
1886..	6,671,063	3,316,763
1881..	9,770,933	2,137,581

* Not yet published.

The latest town statistics are those for 1890, when the present population of 900,000 numbered about 840,000. There were then 25,300 business establishments in Moscow, of which 15,481 (or 61 per cent.) were commercial, and 9,819 (or 39 per cent.) were industrial. The largest portion of these figures is represented by shops, 12,650; lodging-houses, restaurants, &c., 2,103.

Drink was provided by 893 beer and wine-shops, 992 public-houses and restaurants, and 340 common lodging-houses.

The 25,300 establishments employed 122,445 people, and it is very interesting to note that the proportion of infant labour (under 15 years of age) amounted to only 14 per cent. of this total. In 1879 infant labour figured for 19 per cent., and in 1885 rose to 21 per cent., but the wise measures adopted in 1886 to remedy this evil have been attended with excellent results.

In 1887 the 4,899 Moscow manufactories then existing employed less than 5 hands each, only 114 employing more than 100; but by 1890 a vast change had occurred, and we find in that year that 3 manufactories employed from 1,500 to 2,000 hands each, 6 manufactories over 1,000 hands each, and 16 manufactories over 500 hands each.

Owing to the energy and intelligence of the late Mayor Alexeiyeff the streets of Moscow have been provided with good footpaths of asphalt; water-pipes have, at least, been laid down, and many new and handsome buildings erected. His untimely death last February stopped many important reforms, and left such a legacy to his successor that the 16 candidates for the office of mayor all refused election.

A patriotic merchant has, at last, been found to accept the post, but it will be difficult to follow in the footsteps of so generous and energetic a man as the late mayor, who not only divided his official salary amongst his subordinates but further gave large sums from his private fortune for public undertakings.

Abo.

Mr. Vice-Consul Harmston reports as follows:—

General Remarks.

The trade at Abo during the year 1892, both the import and the export, shows a considerable decrease compared with the preceding year.

The falling-off of the export must chiefly be attributed to the failure of the oats crop in 1891, which in this part of the country was to a great extent destroyed by frost.

Owing to the extremely wet and cold summer in 1892, a general failure of the harvest was anticipated, but the ultimate results showed that these fears were exaggerated as concerns this part of the country at least, and the crop, with the exception of

potatoes, which were totally destroyed by frost, proved to be, if not satisfactory, at least not much below the average.

The scarcity of money, which since some time already is being felt all over the country, has not failed to exercise its depressing influence on the commerce of this town also, though not by far to such a degree as in some other Finnish towns, where bankruptcies have reached a comparatively enormous number.

The revenues of the custom-house during the last six years show the following figures:—

Year.	Amount.
	£
1892..	131,868
1891..	157,968
1890..	167,228
1889..	133,564
1888..	120,250
1887..	116,900

A subscription was opened here in the autumn for the relief of those parts of the country where the peasantry is suffering from famine, and the money collected in Abo and its district for this purpose amounted to nearly 4,000*l.*

RETURN of Principal Articles of Export from Abo during the Year 1892.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Deals	Standards...	34,167	177,664	35,000	183,329
Grain	Kilos. ...	2,210,549	13,223	12,793,593	83,379
Butter	,, ..	32,830	2,627	25,717	2,057
Bar iron	,, ...	1,753,399	21,040	1,581,070	19,018
Other articles	...	...	73,556	...	92,638
Total	...	...	288,110	...	380,421

RETURN of Principal Articles of Import to Abo during the Year 1892.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Colonial produce	Kilos. ...	3,743,256	165,105	3,513,741	198,131
Wines and spirits	,, ...	317,421	34,047	325 605	35,642
Grain	,, ...	8,758,868	89,833	6,298,078	77,661
Cotton and cotton yarn	,, ...	1,965,155	124 853	2,138.382	119,416
Iron ore, iron and steel	,, ...	10,034,274	81,037	18,563,955	150,912
Coal and coke	,, ...	10,791 602	8,202	18,625,734	14,156
Potatoes	,, ...	1,838,444	7,664	...	...
Other articles	...	...	365,831	...	362,709
Total	...	...	876,572	...	958,627

RETURN of all Shipping at the Port of Abo in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	30	28,525	30	28,525
Finnish	155	36,972	396	136,078	551	173,050
Swedish and Norwegian	22	7,381	15	8,206	37	15,587
Danish	29	4,342	8	2,983	37	7,325
Russian	37	672	3	722	40	1,394
German	6	496	24	8,986	30	9,482
Dutch	2	365	1	474	3	839
Spanish	...	...	1	1,046	1	1,046
Italian	1	460	...	...	1	460
Total	252	50,688	478	187,020	730	237,708

ENTERED.

Country.	Number of Vessels.
Russia	204
Sweden	188
Germany	96
England	82
Finland	69
Denmark	42
France	14
Belgium	11
Holland	7
Spain	3
Italy	4
Portugal	7
Brazil	1
East Indies	1
West Indies	1
Total	730

CLEARED.

Country.	Number of Vessels.
Finland	280
Russia	177
Sweden and Norway	128
England	95
Germany	63
Spain	47
Denmark	22
France	11
Belgium	7
Holland	2
Total	823

Annex A.—Return of all Shipping at the Port of Björneborg during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	266	42	37,340	43	37,606
Finnish	132	30,257	81	19,818	213	50,075
Swedish	27	6,455	56	17,938	83	24,393
Danish	59	9,700	4	1,756	63	11,456
Norwegian	27	7,893	5	2,881	32	10,774
German	6	1,209	15	7,023	21	8,232
Russian	8	873	2	400	10	1,272
Spanish	...	...	1	1,003	1	1,003
Dutch	1	280	...	...	1	280
Total	261	56,933	206	88,159	467	145,092
,, for the year preceding ...	284	71,143	192	86,401	476	157,544

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	266	42	37,340	43	37,606
Finnish	122	28,525	80	19,614	202	48,139
Swedish	27	6,455	56	17,938	83	24,393
Danish	59	9,700	4	1,756	63	11,456
Norwegian	27	7,893	5	2,881	32	10,774
German	6	1,209	15	7,023	21	8,232
Russian	8	873	2	400	10	1,273
Spanish	...	...	1	1,003	1	1,003
Dutch	1	280	...	...	1	280
Total	251	55,201	205	87,955	456	143,156
,, for the year preceding ...	277	70,346	191	86,197	468	156,543

Annex B.—Return of the Principal Articles of Export from Björneborg during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wood goods	St. P'burg standards	64,785	290,172	852,184	247,602
Butter	Kilos. ...	156,012	12,481	137,088	12,064
Iron	,, ...	250,975	2,811	408,200	4,898
Grain	,, ...	3,123,132	18,822	...	...
Other articles	...	...	1,315	...	1,868
Total	...	...	325,601	...	266,432

RETURN of Principal Articles of Import to Björneborg during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cereals	Kilos.	931,299	14,136	6,505,142	62,108
Coffee	,,	173,124	13,157	205,857	16,880
Iron	,,	1,931,838	26,683	1,516,551	12,274
Textiles	,,	24,752	8,184	19,820	8,515
Wine and spirits	,,	101,013	5,416	125,812	5,541
Watches	Pieces	...	3,519	4,922	4,773
Salt	Hectolitres	23,625	2,461	48,544	4,466
Petroleum	Kilos.	285,375	2,055	519,222	3,115
Wool	,,	38,915	5,448	26,054	2,505
Sugar	,,	...	...	127,118	2,446
Oil	,,	100,014	2,958	116,609	2,403
Machinery	,,	...	7,444	23,352	1,711
Cordage	,,	...	...	41,142	1,583
Grass seed	,,	...	...	57,242	1,483
Colours	,,	89,752	1,418	92,825	914
Other articles	...	...	24,805	...	22,496
Total	...	...	117,684	...	153,213

Annex C.—TABLE showing the Total Value of all Articles Exported from Björneborg and Imported to Björneborg from and to Foreign Countries during the Years 1891–92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
England	167,794	139,255	24,799	13,922
Spain	43,563	38,791	2,461	4,466
Germany	31,720	35,510	38,948	61,196
Holland	11,720	15,766	..	1,400
France	47,512	10,773	5,416	3,482
Belgium	4,103	7,186	..	..
Denmark	8,388	6,820	1,478	..
Russia	2,811	6,234	22,047	33,425
Sweden	3,950	3,420	17,024	18,778
Algiers	..	2,677	..	..
Brazil	..	..	..	12,000
Other countries	4,040	..	5,510	4,544
Total	325,601	266,432	117,683	153,213

Annex A.—Return of all Shipping at the Port of Borgo during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Russian	15	544	...	...	15	544
Finnish	43	8,468	20	3,812	63	12,280
British	...	...	10	9,763	10	9,763
Prussian	2	765	8	4,450	10	5,215
Swedish	11	2,743	2	757	13	3,500
Norwegian	5	1,129	4	2,668	9	3,797
Danish	6	943	2	1,886	8	2,829
Dutch	5	1,970	1	661	6	2,631
Spanish	...	...	1	881	1	881
Total	87	16,562	48	24,878	135	41,440
,, for the year preceding ...	...	...	...	...	...	...

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels	Tons.
Russian	15	544	...	...	15	544
Finnish	43	8,468	20	3,812	63	12,280
British	...	...	10	9,763	10	9,763
Prussian	2	765	8	4,450	10	5,215
Swedish	11	2,743	2	757	13	3,500
Norwegian	5	1,129	4	2,668	9	3,797
Danish	6	943	2	1,886	8	2,829
Dutch	5	1,970	1	661	6	2,631
Spanish	...	...	1	881	1	881
Total	87	16,562	48	24,875	135	41,440
,, for the year preceding ...	...	...	...	...	...	...

Return of Principal Articles of Export from Hangö during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sawn wood goods	Tons ...	4,755	12,000	6,060	15,000
,, (over 2-metre length)	Kiloms. ...	36,866	49,200	22,326	30,000
Butter	Kilos. ...	5,994,125	500,000	6,365,454	522,625
Wood-pulp and pasteboard ...	,, ...	2,401,486	20,000	1,639,022	13,000
Paper	,, ...	2,521,793	30,000	1,502,148	18,000
Fish	,, ...	1,249,139	10,000	150,479	1,200
Total	,, ...	16,921,543	621,200	15,717,103	599,825
,, ...	Kiloms. ...	36,866		22,326	

RETURN of Principal Articles of Import to Hangö during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Rye meal	Kilos. ...	2,151,938	17,200	...	...
Corn	,, ...	1,107,107	8,000	...	...
Cotton	,, ...	1,807,329	81,000	1,209,118	50.000
Coal	,, ...	2,066,320	1,500	1,884,031	1,350
Coffee	,, ...	1,125,462	90,000	868,439	70,000
Iron and steel	,, ...	908,299	10,800	776,124	9,350
Sugar	,, ...	360,101	14,000	425,045	17,000
Total	,, ...	9,526,556	222,500	5,162,757	147,700

RETURN of all Shipping at the Port of Hangö in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	6	5,831	6	5,831
Finnish and Russian	174	10,913	390	168,145	564	179,058
Danish	3	597	55	27,615	58	28,212
German	1	70	18	5,723	19	5,793
Swedish	9	2,401	4	788	13	3,189
Norwegian	7	1,204	2	1,034	9	2,238
Total	194	15,185	475	209,136	669	224,321
,, for the year preceding ...	...	...	...	...	536	156,260

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	6	5,831	6	5,831
Finnish and Russian	116	11,803	389	145,710	505	157,513
Danish	5	966	57	28,798	62	29,764
German	1	74	20	6,310	21	6,384
Swedish	10	2,559	4	880	14	3,439
Norwegian	3	837	2	1,034	5	1,871
Total	135	16,239	478	188,563	613	204,802
,, for the year preceding ...	...	...	...	...	505	147,223

TABLE showing the Total Value of all Articles Exported from Kotka and Imported to Kotka from and to Foreign Countries during the Years 1891–92.

Country.	1891.	1892.		
	Value of Exports and Imports.	Value of Exports.	Value of Imports.	Total Value.
	£	Marks	Marks.	Marks.
United Kingdom and Colonies	88,551	2,889,381	101,941	2,991,322
Germany	109,285	1,770,069	793,258	2,563,327
Russia	86,427	1,043,564	1,119,008	2,162.572
France	86,169	1,386,278	20,267	1,406,545
Holland	..	1,0t9,773	336	1,070,109
Other countries ..	54,598	659,487	345,480	1,004,967
Total	425,030	8,818,552	2,380,290	11,198,842

RETURN of Principal Articles of Import to Kotka during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			Marks.		Marks.
Corn and flour	Kilos. ...	1,608,524	364,542	4 433,088	948,102
Potatoes	,, ...	269,444	10,472	519,610	18,415
Tobacco	,, ...	39,480	33,460	31,195	16.612
Coffee	,, ...	70,800	169,920	72,380	157,421
Chicory	,, ...	17,052	7,321	17,805	7,738
Sugar	,, ...	333 737	160,767	327 210	163,770
Salt	Hectolitres	8,556	17,112	16,084	39,205
Petroleum	Kilos. ...	201,575	36,283	251,456	36 481
Drugs and chemicals	,, ...	366,597	128,833	700,015	205,963
Brandy	,, ...	7,500	32,383	8,212	17,006
Wine	,, ...	28,825	68,757	16,670	30,500
Rice	,, ...	52,493	18,592	22,697	14,104
Steel and iron manufactures ...	,, ...	379,971	134,407	259,527	126,389
Coal	,, ...	1,006,080	20,121	472 000	11,800
Skins	,, ...	49,110	47,233	11,230	32,760
Firebricks	Pieces ...	68,900	6,201	43,680	4,328
Eggs	,, ...	109,150	5,457	141,320	7,066
Oils	Kilos. ...	...	...	151,722	68 589
Fruits	,, ...	...	...	50,452	32,060
Other articles	,, ...	1,234,982	327,564	1,155,592	442,181
Total	,, ...	5,606,170	1,589,475	8,501,361	2,380,290
,, ...	Hectolitres	8,556		16,084	
,, ...	Pieces ...	178,050		185,000	

NOTE.—1 mark = 1 fr.

RETURN of Principal Articles of Export from Kotka during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			Marks.		Marks.
Wood	Cub. metres	292,222	6,494,755	310,927	7,129,273
,, ...	Kilos. ...	...	...	151,902	26,782
Wood-pulp	,, ...	8,810,580	1,541,851	8,907,851	1,021,742
Glass	,, ...	99,417	15,990	93,824	52,503
Paper	,, ...	267,653	49,519	108,523	38,243
Butter	,, ...	...	...	201,650	372,030
Steel and iron manufactures	,, ...	...	...	365,708	72,818
Other articles	,, ...	404,662	687,104	142,846	105,161
Total	Cub. metres	292,222	8,789,219	310,927	8,818,552
,, ...	Kilos. ...	9,582,312		9,972,304	

RETURN of all Shipping at the Port of Kotka during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	55	44,429	55	44,429
Finnish	50	15,649	35	12,236	85	27,885
Russian	2	613	4	1,824	6	2,437
Norwegian and Swedish	62	22,421	15	6,478	77	28,899
Danish	55	11,861	6	4,030	61	15 891
German	13	3,625	62	24,755	75	28,380
French	1	154	...	...	1	154
Dutch	7	2,345	3	2,622	10	4,967
Other countries ...	7	4,135	1	881	8	5,016
Total	197	60,803	181	97,255	378	158,058
,, for the year preceding ...	199	63,301	162	88,449	361	151,750

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	55	44,429	55	44,429
Finnish	50	15,649	35	12,236	85	27,885
Russian	2	613	4	1,824	6	2,437
Norwegian and Swedish	62	22,421	15	6,478	77	28,899
Danish	55	11,861	6	4,030	61	15,891
German	13	3,625	62	24,755	75	28,380
French	1	154	...	...	1	154
Dutch	7	2,345	3	2,622	10	4,967
Other countries ...	7	4,135	1	881	8	5,016
Total	197	60,803	181	97,255	378	158,058
,, for the year preceding ...	198	63,022	162	88,449	360	151,471

RETURN of Principal Articles of Export from Uleaborg during the Years 1891–92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Deal, battens and boards	Cub. metre	71,703	74,571	76,655	91,986
Timber and wood-pulp ...	,,	11,208	1,874	14,253	2,860
Firewood	Cub. fms....	2,134	2,937	1,461	2,646
Tar...	Barrels ...	55,292	40,916	49,679	33,786
Pitch	,, ...	1,166	1,306	1,113	1,246
Hides prepared	Tons ...	371	47,474	404	51,667
Other articles	,, ...	...	5,408	...	8,740
Total	...	...	174,536	...	192,931

RETURN of the Principal Articles of Import from Uleaborg during the Years 1891–92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Salt	4,166	6,249	2,304	3,318
Sugar	332	15,256	368	16,944
Coffee	160	17,314	114	11,815
Iron and steel	660	9,344	318	5,497
Cotton wool, hemp yarn	48	7,784	22	3,564
Spirits	13	2,011	13	2,071
Tobacco	69	3,737	126	7,295
Wines	42	2,881	40	2,653
Grain	1,958	19,017	7,829	69,191
Hides	1,540	60,288	882	34,564
Tannery materials ..	2,300	8,491	1,124	4,152
Wearing apparel ..	54	11,551	60	10,582
Machinery	74	3,315	19	1,374
Other articles	..	37,076	..	27,283
Total	..	204,814	..	200,303

RETURN of all Shipping at the Port of Uleaborg during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	689	31	23,758	33	24,447
Finnish	25	6,080	210	25,511	235	31,591
Russian	3	754	4	1,149	7	1,903
Danish	13	1,818	2	1,113	15	2,931
German	5	403	9	4,405	14	4,808
Swedish	4	1,129	3	1,132	7	2,261
Norwegian	11	3,161	3	1,400	14	4,561
Austrian	1	449	...	...	1	449
Total	64	14,483	262	58,468	326	72,951

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	2	689	31	23,758	33	24,447
Finnish	25	6,080	210	25,511	235	31,591
Russian	3	754	4	1,149	7	1,903
Danish	13	1,818	2	1,113	15	2,931
German	5	403	9	4,405	14	4,808
Swedish	4	1,129	3	1,132	7	2,261
Norwegian	11	3,161	3	1,400	14	4,561
Austrian	1	449	...	...	1	449
Total	64	14,483	262	58,468	326	72,951

RETURN of Principal Articles of Export from Wiborg during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sawn wood goods, deals, battens, and boards	St. P'burg standards	41,430	...	52,129	...
Other kinds of wood goods ...	Cubic feet	1,021,020	...	1,790,428	...
Wood-pulp	Kilos. ...	1,520,883	...	1,616,624	...
Pasteboard	,, ...	1,143,766	...	1,250,747	...
Paper	,, ...	133,997	...	125,675	...
Iron	,, ...	974,773	...	1,965,443	...
Willow bark	,, ...	380,500	...	246,500	...
Fish	,, ...	268,682	...	165,543	...
Butter	,, ...	236,093	...	75,311	...
Other articles	...	1,752,239	...	2,081,257	...
Total	...	...	389,300	...	397,000

RETURN of Principal Articles of Import to Wiborg during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Salt	Hectolitres	156,150	...	159,185	...
Sugar	,,	2,729,756	...	2,344,298	...
Coffee	,,	873,272	...	881,450	...
Rye	,,	4,012,670	...	3,748,195	...
,, flour	,,	9,448,631	...	3,691,021	...
Oats	,,	1,672,897	...	692 997	...
Wheat, and flour of	,,	3,074,255	...	2,490,354	...
Rice	,,	2,193,570	...	1,720,242	...
Herrings	,,	2,296,367	...	1,300,719	...
Iron and steel	,,	1,410,867	...	2,078 606	...
Cast-iron pipes	,,	68,954	...	1,435,511	...
Coal and coke	,,	5,900,322	...	2,280,870	...
Petroleum	,,	907,349	...	1,002,308	...
Firebricks	Pieces ...	1,696,945	...	2,211,368	...
Cement	Hectolitres	1,937,242	...	1,020,694	...
Other articles	,,	34,429,730	...	25,510,023	...
Total	...	70,955,882	764,800	52,408,656	783,480

TABLE showing the Total Value of all Articles Exported from and Imported to Wiborg from and to Foreign Countries during the Years 1891–92.

Country.	Export.		Import.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	82,625	65,510	..	..
Denmark	38,095	33,095	..	..
France	41,740	104,840	..	..
Holland	29,985	27,600	..	..
Germany	64,080	45,415	..	..
Spain	20,220	11,220	..	..
Belgium	15,170	10,385	..	..
South Africa	5,830	3,930	..	..
Norway	2,170	1,795	..	..
Russia	89,385	93,210	..	..
Total	389,300	397,000	764,800	783,480

RETURN of all Shipping at the Port of Wiborg during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	218	46	38,114	47	38,332
Finnish	588	54,327	336	55,687	924	110,014
Russian	35	5,070	7	2,041	42	7,111
Swedish	12	2,095	19	7,619	31	9,714
Norwegian	47	14,627	11	3,957	58	18,584
Danish	24	4,920	12	6,849	36	11,769
German	7	1,290	39	12,045	46	13,335
Dutch	5	2,313	7	5,341	12	7,654
French	1	121	...	...	1	121
Austrian	3	1,502	...	...	3	1,502
Italian	2	1,143	...	...	2	1,143
Spanish	...	...	1	729	1	729
Total	725	87,626	478	132,382	1,203	220,008
„ for the year preceding ...	...	...	...	...	1,104	202,055

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	218	46	38,144	47	38,332
Finnish	588	54,327	336	55,687	924	110,014
Russian	35	5,070	7	2,041	42	7,111
Swedish	12	2,095	19	7,619	31	9,714
Norwegian	47	14,627	11	3,957	58	18,584
Danish	24	4,920	12	6,849	36	11,769
German	7	1,290	39	12,045	46	13,335
Dutch	5	2,313	7	5,341	12	7,654
French	1	121	...	...	1	121
Austrian	3	1,502	...	...	3	1,502
Italian	2	1,143	...	...	2	1,143
Spanish	...	...	1	729	1	729
Total	725	87,626	478	132,382	1,203	220,008
,, for the year preceding ...	...	...	...	...	1,104	202,055

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1183.

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1215.	Old Calabar	½d.
1216.	Foochow	1d.
1217.	Wuhu	1d.
1218.	Vera Cruz	1½d.
1219.	San José	1d.
1220.	Antwerp	1d.
1221.	Mogador	2½d.
1222.	Berlin	1½d.
1223.	Rome	1d.
1224.	Constantinople	6½d.
1225.	Barcelona	2½d.
1226.	Madeira	5½d.
1227.	Söul	1½d.
1228.	Chinkiang	1d.
1229.	Newchwang	1d.
1230.	Chungking	1½d.
1231.	Hankow	1d.
1232.	Odessa	2d.
1233.	Chicago	3d.
1234.	Taganrog	2½d.
1235.	Ningpo	1d.
1236.	Mannheim	1d.
1237.	Dunkirk	1d.
1238.	Macao and Timor	1d.
1239.	Madrid	½d.
1240.	Port-au-Prince	2d.
1241.	Frankfort	3d.
1242.	Erzeroum	1d.
1243.	Palermo	3½d.
1244.	Naples	1d.
1245.	Guatemala	1d.
1246.	Madrid	1d.
1247.	Gothenburg	2d.
1248.	Brindisi	2½d.
1249.	Fiume	2d.
1250.	Leghorn	2½d.
1251.	San Francisco	5½d.
1252.	Bushire	2d.
1253.	Nagasaki	1d.
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1255.	Yokohama	1½d.
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1259.	Port Said	1d.
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1261.	Damascus	1d.
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No. 1286.

Reference to previous Report, Annual Series No. 1183.

RUSSIA.

WARSAW.

Consul-General Grant to the Earl of Rosebery.

My Lord, *Warsaw, August* 16, 1893.

I HAVE the honour to transmit herewith to your Lordship a Supplementary Report on the Trade and Commerce of my Consular District for the Year 1892.

I have, &c.

(Signed) HENRY GRANT.

Supplementary Report on the Trade and Commerce of Russian Poland for the Year 1892.

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NOTE.—Rates of exchange for foreign money, weights, and measures, adopted in this report :—

1*l.*	= 9 rs. 60 c.
1 cwt.	$3\frac{1}{10}$ poods
1 ton	62 poods

Population and Industries.—Textile Factories.

Out-put of textile factories in 1890. Increase of since 1885.

According to the "Warsaw Courier," the total out-put of the textile factories of the Government of Piotrkow in 1890, was estimated in round numbers, at 12,000,000*l.*, being 5,500,000*l.* sterling more than in 1885, 3,000,000*l.* sterling more than in 1886, and 2,000,000*l.* sterling more than in 1887.* No statistics have yet been published, to my knowledge, respecting the years 1891–92.

Number of hands employed. Government regulations requiring foreign workmen to know Polish or Russian. Expulsion of foreign workmen.

The number of hands employed in 1890 was 73,696 (against 45,232, in 1885, 47,719 in 1886, and 53,393 in 1887), of whom 7,695 were foreign subjects (mostly Germans) whose number may be expected to diminish considerably owing to the new Government regulation, which requires all foreigners employed in Polish factories to pass an examination in the Russian or Polish language. A great many have already been expelled from the country under this regulation.

Coal.

Quantity and value of Polish coal increased.

The Polish collieries, which are all in the Dombrowa-Sosnowice District, are developing very considerably. The out-put has increased by about 800,000 tons since the year 1886 (when it amounted to 2,000,000 tons), and the value, in round numbers, has risen from 500,000*l.* to 800,000*l.*† In the year 1892, they gave excellent results, having yielded (according to the "Warshawski Dniewnik") 2,800,000 tons, valued at 800,000*l.*, which figures would have been considerably exceeded, had it not been for the insufficiency of coal-trucks on the Warsaw-Vienna railway, which only disposes of 3,600, whereas, at least 4,500 would have been necessary.

Out-put in 1892.

Insufficiency of coal-trucks.

Prices.

Prices were very satisfactory throughout the year 1892, ranging from 2½*d.* to 5*d.* per ton higher than in 1891. The average price at the pits in those 2 years were as follows :—

Description.	Per Cwt.	
	1891.	1892.
	d.	*d.*
1st quality	4¼	4½
Middling No. 1	4	4¼
,, No. 2	3¼	4
Coal dust	1	1¼

The following items of information are taken from a report recently published by Mr. Chrorzewski, a mining engineer connected with the Polish collieries :—

* Annual Series, 1890, No. 686, page 8.
† Annual Series, 1887, No. 128, page 9.

The number of collieries which were worked in the year 1892, in the Dombrowa-Sosnowice District was 21, the largest of which, the "George" and "Ignace" of the Sosnowice Company (formerly Kramsta), yielded 930,000 tons, employing 2,658 hands. Next came the "Paris" and "Koszelew," of the Franco-Italian, with an out-put of 516,000 tons, employing 2,116 hands; Count Renard's "Fanny," "Joanna," and "Andrzej," with an out-put of 419,355 tons, employing 1,403 hands; and the "Felix" and "Kazimierz," of the "Compagnie Varsovienne de Charbonnage et des Mines," with an out-put of 370,000 tons, and 1,628 hands. Details respecting out-put of the principal collieries.

The other 12 mines are comparatively insignificant, having, altogether, yielded only 564,000 tons, two of them producing nothing but "węgli brunatny" (brown coal).

The increase in the out-put of 1892 was principally in the "Comte Renard" collieries, which yielded 32 per cent. more than in the preceding year, and in those of the Sosnowice Company which increased their yield by 14 per cent.

Among the smaller ones, Prince Hohenlohe's "Saturn" is said to be quite a model colliery, and its out-put increased 173 per cent. (from 72,000 tons in 1891, to 190,000 tons in 1892). It has only been worked since 1887, and by all accounts it promises to become one of the most productive mines of the Dombrowa District.

A further increase in the yield of the Polish collieries in general is expected to take place in the course of the present year. Further increase expected in 1893.

Sugar.

The total out-put of beet-root sugar in the Kingdom of Poland, in the campaign of 1892–93, according to official statistics published by the "Commercial Gazette" of Warsaw, amounted to 1,852,000 cwts., against 1,849,820 cwts. in 1891–92, so that the falling off of 1,734,000 cwts. in the beet-root crop of 1892,* does not appear to have affected the results of the 1892–93 campaign. The want of weight was, I am told, made up for by a larger proportion of saccharine.

Prices kept rising throughout the year 1892, reaching eventually 4¾*d.* per lb. (17·5 c. per funt) in the retail trade, which is the highest price on record for the last 9 years.

This was partly due to the unfavourable prospects of the beet-root crop, and partly to the extra tax of 2*s.* 7*d.* per cwt. on refined sugar (or equal in quality to refined), which was imposed on September 1, 1892.

Up to that date all sugar, whether refined or unrefined, paid the same tax, which had gradually risen to 6*s.* 6*d.* per cwt.

It is expected that this new tax will revolutionise the local sugar trade, because white and brown crushed, or pulverised (upwards of 1,290,000 cwts. of which are yearly consumed in the

* Annual Series, 1893, No. 1183, page 7.

Empire), though unrefined, are treated as equal in quality to refined, for the purpose of this tax, and they will therefore probably disappear from the market and be replaced by granulated crystal, which is exempted from the tax.

The accompanying table (Annex A) shows the quantity of sugar produced in each Government in the campaign 1892–93 :—

Annex A.—Approximate Return of Sugar Production in the different Governments of the Kingdom of Poland during the Campaign 1892–93.

Government of—	Quantity.
	Cwts.
Warsaw	1,017,000
Kalisz	150,000
Kielce	120,000
Lomza	56,000
Lublin	188,000
Piotrkow	50,000
Plock	161,000
Radom	74,000
Siedlce	36,000
Total	1,852,000

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1893.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

RUSSIA.

REPORT FOR THE YEAR 1893

ON THE

AGRICULTURE OF THE DISTRICT OF THE CONSULATE-GENERAL AT ODESSA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1128.

Presented to both Houses of Parliament by Command of Her Majesty, NOVEMBER, 1893.

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1266.	Shanghai	3d.
1267.	Bangkok	1½d.
1268.	Meshed	1½d.
1269.	Cadiz	2d.
1270.	Cherbourg	1d.
1271.	Erzeroum	½d.
1272	Christiania	5d.
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1275.	St. Petersburg	7½d.
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1279.	Beyrout	6d.
1280.	Pekin	2½d.
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Reference to previous Report, Annual Series No. 1128

RUSSIA.

ODESSA.

Acting Consul-General Woodhouse to the Earl of Rosebery.

My Lord, *Odessa, November* 5, 1893.

HEREWITH I have the honour to transmit to your Lordship my Report on Agriculture for the year 1893, together with the Reports of Mr. Vice-Consul Murray, at Sevastopol, Mr. Vice-Consul Smith, at Kieff, and Mr. Consular-Agent Martin, at Eupatoria.

I have, &c.
(Signed) A. W. WOODHOUSE.

Report on Agriculture of the Consular District of Odessa for the Year 1893.

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ODESSA.

Harvest.

The harvest in the whole of this Consular district is above the average.

The most favoured provinces are those of Kherson, south part of Bessarabia, part of Taurida and Volhynia, where the yield was over 700 lbs. weight of grain of winter crops, and from 800 lbs. to over 900 lbs. of spring crops per acre.

Weather.

The weather, which promised favourably for the crops in the early part of the summer, continued unusually cold and rainy until about the beginning of August, when the heated term set in, being all the more felt owing to the sudden change. Had the heat continued the crops would probably have turned out unusually abundant, but a series of heavy rains which set in, with short intervals of sunshine, played great havoc with the ripening corn.

The oldest residents cannot remember a year in which the spring and summer seasons were so tardy. The amount of precipitation of moisture in the spring was very great, and although little seed had been sown in the autumn owing to the

dryness of the soil, the agriculturists in the south-western part of this district were filled with hope when Easter (April 9) came with snow on the ground, after the melting of which the soil was in a very fit state for sowing spring wheat.

The Kherson province suffered considerably from hail storms during the month of June (old style). Hailstorms.

The following figures will show the amount of damage caused by the said storms in the above-mentioned province alone:—

District.	Acres.	Value.	Remarks.
		£	
Alexandria	9,500	10,000	
Ananiev..	325	635	
Elizabethgrad	3,415	..	Value unknown
Kherson..	110	..	Value unknown
Odessa	..	..	Has not suffered to any extent

The general effect of the untimely rains was to overcharge the nearly ripe grain with moisture, which was suddenly dried up by the subsequent heat, the result being that although not actually destroyed, most of the grain, ripened under these auspices, has turned out below the standards of both weight and colour. Effect and result of unseasonable rains.

The acreage sown last autumn and spring was far below the average in consequence (1) of the want of seed, which the cultivators experienced owing to the bad harvests of the preceding two years; and (2) of the absence of means for tilling the soil, because peasants who had formerly owned from 10 head to 15 head of cattle and horses had been obliged through want of fodder to sell the greater number of them. Poorer peasants in the same way were left totally without beasts of burden, and the difficulties that they had to overcome before they could prepare their few acres for sowing were therefore very great. Acreage sown.

What is strange, considering the destitution among the agricultural class last winter, and the exceedingly low price paid for field labour, is the excessive wage demanded this harvest for gathering in the yield. Nearly every peasant had some of his own land to look after, that is true, but taking into consideration the very small acreage sown, it was never anticipated that the hire would assume such high proportions. Landowners and farmers were, therefore, obliged to gather in their crops as well as they could, and such was the demand for available hands, that in many instances the ripe corn was left standing in the fields for weeks. Want of manual labour during harvest.

As an example of the actual small profit which landowners and cultivators will derive this year I quote the following figures given by a correspondent:—

Take four dessiatins of different corn (dessiatin equals

2·7 acres), viz., wheat, rye, oats, and barley, and compare the cost of production, and of the profit derived therefrom.

The rent will come to about 24 r. (2*l.* 8*s.*), in the province of Kherson; tillage, 2*l.*, owing to the insufficient number of cattle for the purpose; seed, 2*l.*; reaping and harvesting, at least 3*l.* 12*s.*; carting and threshing, 2*l.* 8*s.*; total, 124 r. (12*l.* 8*s.*).

The average yield was:—Wheat 80 pouds (2,880 lbs.); rye, 50 pouds (1,800 lbs.); oats, 120 pouds (4,320 lbs.); and barley, 100 pouds (3,600 lbs.).

Pricing these at the local rates:—Wheat, 60 c. (1*s.* 2½*d.*) per poud; rye, 40 c. (10*d.*); oats, 50 c. (1*s.*); and barley, 30 c. (7½*d.*), the aggregate value will be 158 r., or about 15*l.* 16*s.* Deduct now the cost, viz., 12*l.* 8*s.*, we arrive at a balance of 3*l.* 8*s.* If we then reckon the amount necessary to defray interest on capital borrowed for seed, &c., maintenance of establishment, cost of agricultural implements, and numerous other minor expenses, the net profit will be very small.

On the whole, then, agriculturists may be said to be very little better off this year than they were last.

Of course large landowners, who were not driven to borrowing money, are the best off, and have succeeded in gathering in large crops.

The peasants, what with their own small gains and the large price of labour paid to them, will be far better off than they were.

Cattle. Cattle and horses, which during the early part of the year were sold for what they could fetch, sometimes for the mere value of the hide, are again being bought up, in view of the

Hay. magnificent hay crops all over the country. A second hay crop has turned out favourably.

Large quantities of hay were put on the markets, and it was exported at extremely low prices to western Europe, principally to France, where a great want of fodder was, and is still experienced. The prices at one time ranged as low as 2*l.* per ton, which is much less than one-half of what was paid for hay here before the new crop came into the market.

Result. The average yield per acre in the northern half of the province of Kherson is stated to be as follows:—

Articles.	On Soil belonging to—	
	Large Landowners.	Peasants.
	Lbs.	Lbs.
Winter wheat	545	525
Spring „	1,100	1,050
Rye	790	800
Barley	1,370	1,325
Oats	865	865

and in the southern half—

Articles.	On Soil belonging to—	
	Large Landowners.	Peasants.
	Lbs.	Lbs.
Winter wheat	525	440
Spring „	650	605
Rye	690	590
Barley	1,285	875
Oats	865	780

The yield in district of Odessa is rather above the average, as may be seen from the following figures published by the rural statistic bureau:—

Articles.	Yield per Acre.
	Lbs.
Winter wheat	770
Spring „	1,065
Rye	1,065
Barley	1,275
Oats	1,265
Millet seed	415
Maize	465
Linseed	375

The largest yield has in many cases amounted to 3,325 lbs. of wheat per acre, but of course such cases are very rare.

Prices. The prices offered abroad for cereals, of which large quantities are accumulating at the different depôts throughout this consular district, are the lowest ever known.

The reasons for this are manifold, and may briefly be summed up as follows:—

Taking a dip into the history of the country as far back as the year 1853, we find that the Russian Government, in view of the outbreak of war in the Crimea, issued a decree prohibiting the export of cereals.

Great Britain, which then found a certain difficulty in supplying its wants, looked about for other sources of supply and encouraged its own colonies to take advantage of their virgin soils for the production of cereals.

Then again, the European emigrants who swarmed into America, spread the cultivation of grain more and more, and the result is that, what with the wonderful facilities obtaining in other countries for the production, transporting, storing and loading grain as compared with those in Russia, the latter is hardly able to compete with her rivals.

Again, I may add that Roumania, the Balkan Principalities,

the Caucasus, the Argentine Republic, and Chile are all producing enormous quantities of grain, so that, in fact, all in all the world is suffering from over-production.

The cholera scare of last year, accompanied by the onerous, and in most cases absolutely unjust and useless quarantine—which has been happily modified this year—capping the previous full stop to export trade caused by the prohibition, also adds to the total of causes to which may be attributed the present low prices.

The price of grain at the home markets is very low, yet here it is comparatively high owing to the actual cost of production; still even here a month ago the prices offered for wheat reached the lowest figure that had been seen within the memory of the oldest merchants, and since that time prices have been gradually declining.

Advances of money on grain by Government.

The new measures taken by the Government for assisting agriculturists by advancing money on their grain, in order to prevent their being heavy losers in the event of being forced to sell at the ruinous prices now offered, are not as productive of such good results as the measures themselves had the appearance of producing, and have been taken advantage of in very few cases.

The conditions themselves under which money may be borrowed on grain are not easy to be complied with.

First of these and most important is, that the borrower must possess (or rent at a high price) a suitable barn or warehouse, in which the grain has to be stored, and which must be sealed with the Government seal to prevent abuse. Supposing that a barn is sealed up, and that once or twice during the winter the owner wants to get at his grain, to air it or to turn it over or in any other way see to its being kept in good condition, he must send for the Government official to come and take the seals off, and to wait until the barn is ready for putting them on again. Such a course would prove very irksome for the proprietor, and would also necessitate a large staff of officials, specially appointed for this purpose, being kept up by the Government.

In a word the assistance which is afforded by the Government can only be taken advantage of by the more wealthy class of cultivators who possess dry and properly ventilated granaries, and whose crops have yielded sufficient grain to make it worth their while going through all the formalities.

On the other hand the small proprietor or peasant, not having the advantages of the large proprietor and being incapable of co-operative action, is forced to sell to the numerous middle men who swarm about villages, and who are always ready to profit by any opportunity. In this manner the very people for whom the Government may be supposed to have taken these measures are those who, for some reason or other, cannot profit by them.

Vintage.

The vines in the province of Bessarabia have suffered con-

siderably on account of the want of fine weather, and the majority of the grapes had to be gathered before they were actually ripe. The rain having fallen at the time it was least wanted, the grapes were overcharged with juice, which, from want of sun, had not acquired the usual flavour, and in its turn the wine this year will be of an inferior quality, costing even more than it did last year, owing to the greater care which will have to be taken to prevent its spoiling.

Demand for agricultural implements.

The commencement of the season brought with it such bright prospects for a good harvest, that with few exceptions the dealers in agricultural implements and machinery, especially portable steam-engines and threshing-machines, had very soon sold out everything that could possibly be used, including implements, &c., that had been in stock some years. The demand continued equally great during the whole of the season, and these merchants, among whom are many British, have had better results than they have had for many years.

SEVASTOPOL.

Mr. Vicé-Consul Murray reports as follows:—

Division of report.

My report has to deal firstly (*a*) with the harvest in general of those districts of which Sevastopol is the port of export, and secondly (*b*) more in detail with the southernmost of those districts which nearly coincides with the government of the Taurida, in which Sevastopol is situated.

(*a*) Exporting districts. Division of exporting districts. Products of each district.

Wheat, the principal grain exported from Sevastopol, is of two sorts, winter and spring, coming, mainly, from two different districts. These districts may be said to lie north and south of an imaginary line running from Balta through Alexandrovsk to Novo Tcherkass, the district north of this line producing chiefly ghirca, or spring wheat, and the southern or Crimean district, which, as I have said above, closely coincides with the government of the Taurida, producing chiefly azima or winter wheat; both districts producing barley and oats, and the northern district, rye.

General outlook in May.

In both districts up to the end of May, 1893, the prospects for the harvest were brilliant as the severe winter of 1892–93 had had no bad effect, there having been enough snow to protect the grain from the hard and prolonged frosts, whilst plenty of rain fell during the winter.

June heat spoils late crops.

Thus, at the end of May everything appeared to point to an unprecedentedly good harvest throughout the two districts, an expectation which, happily, has been fulfilled with a few exceptions in the southern district, but in the northern the wheat harvest is no more than average, as the sudden great heat in the early part of June burnt up the growing spring wheat before it began to ripen, and heavy rains coming at inopportune times, that is, just when the corn was ripening,

swelled, rotted, and laid the grain, barley also suffering severely from this last evil.

Winter wheat escapes.

The southern district, where chiefly winter wheat is grown, was naturally more forward and so did not suffer to the same extent, and the harvest generally, therefore, gave better results.

No disease.

The crops throughout were free from disease or plague of any kind, with the exception of a little Hottentot bug in the district of Theodosia

Results of harvest in northern district. Quantity. Weight.

The results of the wheat harvest, therefore, in the northern district are not particularly good, the quantity of ghirca being only as 70 to 100, taking 100 as an average crop, whilst barley is good, the quantity being as 110 to 100, rye and oats giving an average crop, and the weight of the different grains running:—

Articles.	Yield per Bushel.	
	From—	To—
	Lbs.	Lbs.
Ghirca	54·60	59·50
Barley	48·40	50·00
Rye	57·90	58·80
Oats	34·60	37·20

Results of harvest in southern district. Quantity.

In the southern district, except in a few spots, as for instance near Simpheropol, a much better harvest was obtained, the quantity throughout being about 10 per cent. above the average, whilst the weight of the grain was heavier than usual, winter wheat being exceptionally heavy, barley and oats also being above the average, besides the grain being of a superior quality.

Weight.

In this district the weights run:—

Articles.	Yield per Bushel.	
	From—	To—
	Lbs.	Lbs.
Azima	62·70	65·50
Barley	49·35	51·70
Oats	35·60	37·50

Bad effect of Russo-German tariff war and American silver crisis.

Unfortuntately however, just when landowners, peasants, and merchants were looking to the good harvest to recoup themselves in some measure for their losses since the commencement of the prohibition of grain export about two years ago, new troubles arose in the shape of the Russo-German tariff war, and

the American silver crisis, which have caused the demand for Russian wheat to be in no way equal to the supply. Germany being closed to Russian wheat and Europe being flooded with cheap wheat from America.

Prices dropped 25 per cent.

Prices have, in consequence, dropped about 25 per cent., which brings them lower than they have been at any time since the last Russo-Turkish war, and ruin appeared imminent until the Russian Government, coming to the aid of the agriculturists, arranged to lend them money on their grain at 3½ per cent. to enable them to avoid being obliged to sell their grain at such low prices, so the proprietors, availing themselves of this aid, are borrowing on the grain which they are holding back in the hope of better prices.

Government loans on grain.

Private banks profit by official impediments to Government loans.

As a matter of fact, the proprietors themselves do little borrowing from the State Bank, as the formalities required before a loan is granted are so tedious and vexatious that, as a body, they find it more convenient to borrow at 5 per cent. from a local bank, which, armed with the necessary cerficates from the proprietor, effects the loan on their own account at 3½ per cent. from the State Bank in the name of the proprietor, thus gaining the difference between the 3½ per cent. which they have to pay the State Bank and the 5 per cent. which they receive from the proprietor.

Peasants unable to borrow are obliged to sell.

The peasants, as a rule, are unable to avail themselves of these loans, as the quantity they have to dispose of is so small that it does not pay the Bank to go through the formalities which accompany the loan, so that the peasant, by being unable to effect a loan, is obliged to sell at any price to get ready money, and his position bids fair to be worse instead of better even after this bounteous harvest, as the extra quantity will not make up for the lower prices.

Business prospects.

At present it is impossible to tell what turn business will take in the future, but the general opinion is that a large trade will be done in oats and barley, but that the prospects of a good trade for Russia in wheat are not bright, especially until the silver crisis in America is over.

Fruit, vines, and tobacco.

The miscellaneous crops, consisting of fruit, vines, and tobacco, on which the prosperity of the southern shore of the Crimea largely depends, have been also very good this year, the vine crop promising to be particularly good. At first it was feared that the cholera might interfere with the fruit market, as almost all the fruit from the Crimea goes to Moscow and the north, but this does not appear to have been the case, the cholera not being so virulent as last year, whilst the people being now more used to the idea, do not suffer so much from panic.

(*b*) Harvest around Sevastopol.

Having now seen the general results of the harvest, so far as Sevastopol as a port of export is concerned, we can proceed to take more in detail the harvest of the different parts of the government of the Taurida, in which Sevastopol is situated, and which almost coincides with the southern exporting district of which we have already reviewed the harvest generally.

Dnieper district. Crops of spring and winter wheat were good except in the Gromovsky, New Constantine, and Kolonchaksky cantons, where they are middling. Winter wheat gives from 17 bushels to 34 bushels per acre; spring wheat, from 21 bushels to 34 bushels; rye, from 12 bushels to 30 bushels; and barley, from 25 bushels to 51 bushels. Millet seed suffered a good deal. Grass is bad in consequence of drought.

Melitopol district. Rye gave on the average 17 bushels per acre; winter wheat, 8 bushels to 10 bushels. Spring wheat is generally good, with the exception of the later sowings, which, in consequence of the sudden early heat, gave a meagre and light grain. Wheat suffered from the same thing, especially in the Bielozersky and Balkovsky cantons. Spring wheat gave 10 bushels to 13 bushels, and barley 27 bushels to 36 bushels per acre. There is plenty of grazing, and the maize fields and market gardens are in good condition. Threshing began about the latter end of July, but rain which fell in some places hindered the work. In the southern part of this district a sort of flying beetle appeared from the Berdiansk district, and settled where the ground was soft and covered with grass, but did no harm to the corn. There was no lack of labourers. Wages, in addition to keep, ran up to 2*s.* 3*d.* per diem for men, and 1*s.* 9*d.* for women. Contract price for clearing (without threshing), per acre was 2*s.* 4*d.*

Berdiansk district. The crops of winter and spring wheat, barley, oats, red and arnaoutka wheat were thoroughly satisfactory. Arnaoutka wheat of a later sowing suffered from the intense sudden heat, and gave a meagre and light grain. In several places a sort of flying beetle and locusts appeared, but did no harm to grain crops. Wages, in addition to keep was— men, up to 4*s.* 2*d.* per diem; women, up to 2*s.* 1*d.* Clearing per acre (without threshing), 2*s.* 7*d.*

Perekop district. Rye and wheat gave from 4 bushels to 25 bushels per acre; barley and oats, 12 bushels to 42 bushels. The grain is of a good quality; grazing for cattle medium. Wages—men, up to 2*s.* 1*d.* per diem; women, 1*s.* 3*d.*

Simpheropol district. The crop of winter wheat is, generally speaking, unsatisfactory. It varies very greatly, but is nearly everywhere sparse and bad. Rye and wheat gave in some places from 2 bushels to 12 bushels per acre, and in others hardly returned the seed sown. Winter wheat was worst of all in the Duvankoi district, where it was almost a total failure. The crop of spring wheat was very satisfactory, with insignificant exceptions where it suffered from the sudden heat. Barley and oats gave up to 32 bushels per acre. The crop of hay was extremely good as regards quantity, but the quality was not so good as was expected. During the early part of July there was a dearth of labourers owing to the quick ripening of the grain; but when the soldiers were allowed out to field work this was no longer felt. Wages, with keep—men, up to 2*s.* 3*d.* per diem.

Eupatoria district. The crops of winter and spring wheat, as shown by the trial threshings, gave:—Wheat, 21 bushels; rye, 14 bushels; oats,

25 bushels; and barley, 30 bushels per acre. The crop of millet is expected to be middling. The hay crop was fair. Wages, with keep—men, up to 3*s.* 5*d.*, women, to 1*s.* 7*d.* per diem. Contract for clearing (without threshing), 2*s.* 7*d.* to 4*s.* per acre.

Theodosia district.

The crop of winter wheat was middling. Trial threshings gave in the Salinsky, Kishlavsky, and Taraktasky cantons up to 17 bushels per acre. In the northern part of the Sheik-Monakhsky and the eastern part of the Vladislavsky cantons the seeds suffered from the high winds, and were partially destroyed by bugs. The crop of spring wheat is everywhere good. Oats and barley gave up to 32 bushels, and linseed up to 8 bushels per acre. The hay harvest was fair, and grazing for cattle is good. The Hottentot bug is the only noxious insect which has done any harm. In various places attempts have been made to infect the bug with the "fungus botritis tenella."

Yalta district.

Winter wheat gave on the average 12 bushels per acre, but they were not everywhere good. Spring wheat gave 23 bushels, and barley 25 bushels. The hay crop was rather above the average, and grazing is good. The crops of tobacco and grapes are particularly good, and of fruit quite satisfactory. Wages, without keep—men, up to 2*s.* 6*d.*, women, up to 1*s.* 9*d.* per diem.

KIEFF.

Mr. Vice-Consul Smith reports as follows:—

Cereals. Winter grain under average.

The harvest of 1893 must be considered as under average. The want of snow during winter, followed by the continual frosts, and cold winds of spring, left little hope of winter grain being a good crop, and it is safe to assume the yield as at least 30 per cent. under average. The atmospheric influences have been exceptional during the year, the cold spring having been followed by a cold wet summer. Consequently there is an abundance of straw, but the ears are only half filled with grain, light in weight and containing a small percentage of flour. The harvest was from two to three weeks later than usual, and in certain districts grain was still in the "stook" during middle of September.

Spring crops good.

Spring crops give a fair result all over, so far as quantity is concerned. The continual rains during May and June, spoilt the quantity greatly, and gave an abundance of straw of a very indifferent quality.

Great scarcity of labour.

There has been a great scarcity of labourers this year. The backward spring led farm hands to believe there would be little or no harvest, and they migrated in search of work to the governments of Cherson and Taurida. A scytheman, with woman to bind, can usually be got for 2*s.* 6*d.* per day, whereas this year, from 4*s.* to 6*s.* per day had to be paid. Altogether, the present abnormal low prices for all cereals, along with the

extra cost of labour, places this year's harvest as unsatisfactory as that of last year.

Threshing results.

The average yield per dessiatin—2¾ acres—is given as under:—

Articles.	Yield per Acre.	
	Pouds.	Bushels.
Wheat, winter	450	10
,, spring	110	24
Rye	50	13
Oats	85	19
Barley	70	15
Millet	75	16
Buckwheat	70	15

Cost of wheat growing.

The following figures, taken from an estate sowing 250 dessiatins of wheat, equal to 680 acres, on the three years' rotation of crop, will show the loss farmers have to bear, with such a small yield of grain. The harvest gave 14 cops to dessiatin (1 cop equals 60 sheaves), and the yield of grain, average 3 pouds, equal to 109 lbs., to the cop, or say 9 bushels to the acre:—

Description.	Amount.
	£ s. d.
Rent	0 11 0
Manure	0 1 2
Ploughing, harrowing, &c.	0 8 7
Seed	0 5 2
Insurance again fire and hail	0 0 11
Reaping	0 5 0
Cartage to thresher	0 1 2
Threshing	0 5 0
Cost per acre	1 18 0

The wheat was sold at 73 c. per poud, or 2*s.* 5¾*d.* per bushel, therefore 9 bushels at 2*s.* 5¾*d.* equals 1*l.* 2*s.* 3¾*d.*, or a loss per acre of 15*s.* 8¼*d.*

It will be noticed that no return is received for straw, which is invariably used as fuel for portable engine—the only "return" being that no fuel is therefore reckoned in above costs.

Abundant hay crop.

The crop of hay has been very abundant, so that there will be, in all probability, a considerable export trade in this article.

Damage caused by hailstorms.

Less damage was caused this year in comparison with former years. In the district of Constantinograd (Poltawa government) 1,107 dessiatins, equal to 3,044 acres, of wheat

belonging to peasants were destroyed, their loss being 22,140 r. (2,214*l.*).

In the district of Taraschtchana (Kieff government) 250 dessiatins, equal to 680 acres, were also destroyed.

Beet crop.

The prevalence of rain has been detrimental to this crop. There is an abundant crop of "tops," but the bulbs are not expected to be large, so that the yield is estimated to be about 30 per cent. less per acre than last year. Beetles caused considerable damage to this crop, and several planters now pay ¼*d.* for every ten beetles destroyed, one farmer actually having paid 30*l.* in this way.

This year's beet is not expected to yield an average percentage of sugar, and the backward grain harvest still requiring all the available labour, there is a great scarcity of hands to lift the crop. Further, last year's want of fodder caused horses and cattle to be disposed of in large numbers, so that there is great difficulty in getting roots carted to factories—in fact, several factories that had begun operations have had to stop working until delivery of beet is assured.

The acreage sown in 1893, corrected to September 1 (13), is given by the Kieff Association of Sugar Manufacturers, as 302,333 dessiatins, equal to 831,416 acres, which is exclusive of 10,557 dessiatins, equal to 29,032 acres, where seed sown failed to germinate. When compared with last year, the area sown shows an increase of 46,340 dessiatins, equal to 127,435 acres. The 204 factories comprising the "ring" to export part of sugar produced, with an acreage of 273,335 dessiatins, equal to 751,671 acres, expect a yield of 299,371,557 pouds, equal to 4,828,573 tons, of beet, from which 23,526,215 pouds, equal to 379,458 tons, of sugar is expected to be produced, of which the factories in this district contribute the following proportion:—

Governments.	Number of Factories.	Quantity.	
		Pouds.	Tons.
Kieff	61	6,810,279	109,843
Podolia	43	4,841,982	78,096
Volhynia	12	1,635,096	26,372
Chernigoff	7	459,369	7,409
Poltawa	2	201,648	3,252
Charkoff	21	3,268,499	52,718
Total	146	17,216,873	277,690

The 22 factories not belonging to the "ring" have an area of 28,998 dessiatins, equal to 79,544 acres, expect a yield of 27,068,818 pouds, equal to 436,594 tons, of beet, but there is no estimate of quantity of sugar likely to be produced from same. It will thus be seen that the 226 factories expect a total of 326,440,375 pouds, equal to 5,265,167 tons, or an average yield of 1,079 pouds, equal to 17 tons 8 cwts., to the acre.

If all this beet is worked up, and assuming a yield of sugar equal to that of last year—when the quantity of beet used in manufacture was 223,391,540 pouds, equal to 3,603,090 tons, yielding 24,668,000 pouds, equal to 397,871 tons, of sugar, this year's "campaign" is likely to produce 581,406 tons of sugar.

Tariff war with Germany.

The tariff question with Germany has effectually stopped all exportation of grain to that country, and if we keep in view the importance of the German market to Russian agriculturists, it is earnestly to be desired that the tariff question may be speedily and amicably settled for the mutual good of both countries. Russian grain can be delivered in Germany much quicker and cheaper than grain from other countries, just as German machinery, implements, and manufactures can be quickly and cheaply delivered into Russia.

If the following figures are considered, one can see at a glance how the Russian grain trade is affected by present prohibitory tariff.

Russia exported to Germany in 1891:—

Articles.	Quantity.	
	Pouds.	Tons.
Wheat	30,951,810	499,223
Rye	37,139,076	599,017
Oats	6,219,450	100,314

and for the first half of 1893—

Articles.	Quantity.	
	Pouds.	Tons.
Wheat	527,694	8,511
Rye	1,329,246	21,439
Oats	57,690	930

Prices.

It is, therefore, easy to understand that there is no price for cereals—in fact, there is no demand whatever, and unless markets are speedily found for the stocks of grain ready for shipment, the position of the Russian agriculturist from land-owner to peasant will be critical indeed. Russia is purely an agricultural country, and her whole trade depends upon the fruits of her soil, and without markets ready to take her produce off her hands the whole trade of the country is paralysed.

Cattle export trade.

With the increase of railway communication in Southern Russia there is a steady advance in the export of cattle to Austria, and in transit through Austria. The governments of Cherson, Poltawa, and Ekaterinoslav do most of this trade.

Swine are also largely exported from the governments of Podolia, Volhynia, Kieff, and Poltawa.

The export of wood has received a check through the tariff war with Germany—that country taking yearly 25 per cent. of the total quantity exported, the figures being :— Wood export.

Year.	Value.	
	Currency.	Sterling.
	Roubles.	£
1890	12,236,000	1,223,600
1891	8,331,000	833,100
1892	11,235,000	1,123,500

In the district of Tarastchana silk is being manufactured by the peasants, and I am informed that the quality, as well as design, will bear favourable comparison with imported article. This silk is offered at prices from 3*s.* 6*d.* to 4*s.* 6*d.* per arschin, equal to 2 feet 4 inches. Silk industry.

According to latest returns, the "Dvoryaneen," or nobles, possess 1,714,615 dessiatins, or 4,715,191 acres, of land in Kieff government, valued at 132,285,309 r. (13,228,530*l.*), comprising 2,433 estates of following area :— Land owned by "Dvoryaneen," or nobles, in Kieff government.

Area.				Number of Estates.	Percentage.
Dessiatins.		Acres.			
From—	To—	From—	To—		
..	1,000*	..	2,750*	491	20·10
800	1,000	2,200	2,750	150	6·25
500	800	1,375	2,200	318	13·08
300	500	825	1,375	236	9·70
100	300	275	825	341	14·01
1	100	2¾	275	897	36·86
Total ..	..	..	..	2,433	

* Over.

In the government of Kieff there are 631,514 dessiatins, equal to 1,736,663 acres, of forest—exclusive of Crown forest.

A good trade has been done in implements during the year, large numbers of reaping machines, of American and local manufacture, having been sold, portable engines and steam threshers, a trade entirely in the hands of British manufacturers, found a ready sale, and a large number of "sets" were disposed of. The greatest demand, however, was for the horse-threshing sets, showing that the peasants have a good harvest, and owing Importation of implements.

to the supply from Germany being cut off by prohibitory duty, it is still impossible to obtain anything like the quantity required, and stocks of dealers and local factories have all been cleared out.

Grain elevators.

Great benefits were expected to result from introduction of these, but there must either be an entire apathy on the part of farmers to take advantage of them, or they were not built at convenient points.

At the station of Winitzaan an elevator to hold ten wagon loads of grain, equal to 100 tons, was opened to receive grain in December, 1890, but up to this time has remained empty.

Camels.

The bad harvest of last two years, together with the low prices of grain, forced most agriculturists to look into the question of reducing expenses. One great difficulty is to obtain animal power which would cost less for feeding than horses, and yet be able to do the varying work of a farm. Mules have been tried and found unsuitable, and now camels have been introduced upon an estate not far from Kieff. At present 18 camels are at work, and their keep costs much less than that of horses, owing to oats being dispensed with in their feeding. The price runs between 6*l.* to 7*l.* per head, inclusive of transport, from government of Orenburg to Kieff.

EUPATORIA.

Translation.

Mr. Consular-Agent Martin reports as follows:—

General remarks.

This year's harvest, in the Eupatoria district, has been good and the yield very satisfactory, although not equally distributed throughout the district.

The western and northern parts were particularly favoured, and yielded, on an average, 19 bushels to 23 bushels of wheat and 28 bushels to 32 bushels of barley per acre. Some farms even reached the amount of 32 bushels of wheat and 53 bushels of barley respectively per acre.

The crops of wheat and rye in the eastern parts of this district, severely tried by easterly and northerly winds during the month of December, yielded an average of only 13 bushels per acre. The yield of barley and oats was equal to that of the north.

The crops of oats have turned out well everywhere, their yield being 43 bushels per acre.

As regards linseed the result is disappointing, the fogs in July having greatly reduced the amount of the yield.

Weather.

The exceptionally fine weather which we have had since the harvesting, has been very favourable for threshing the grain. At the present time, three-quarters of the harvest has been stored; it is expected that threshing will be completely finished in about three weeks, provided that the weather continues favourable.

Grain for export.

This year's grain exportation from this district will amount to over 5,200,000 bushels, thus divided:—

Articles.	Quantity.
	Bushels.
Wheat	2,600,000
Barley	2,300,000
Oats and linseed	300,000
Total	5,200,000

In consequence of the fine weather the grain has preserved its colour and weight; the latter is as follows:— Colour and weight.

Articles.	Quantity per Bushel.
	Lbs.
Wheat	61
Barley	46
Oats	34

Sheep farming having ceased to be remunerative in consequence of the dearness of land and the relatively low prices of wool, the sheep farmers are taking to agriculture, which, from year to year, assumes more important proportions in this district. Sheep farming.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 617.

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1252.	Bushire	2d.
1253.	Nagasaki	1d.
1254.	Smyrna	1d.
1255.	Yokohama	1½d.
1256.	Stockholm	1½d.
1257.	Lisbon	1½d.
1258.	Tientsin	1d.
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1261.	Damascus	1d.
1262.	Samoa	½d.
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1265.	Vienna	3d.
1266.	Shanghai	3d.
1267.	Bangkok	1½d.
1268.	Meshed	1½d.
1269.	Cadiz	2d.
1270.	Cherbourg	1d.
1271.	Erzeroum	½d.
1272.	Christiania	5d.
1273.	Buda-Pesth	½d.
1274.	New York	3d.
1275.	St. Petersburg	7½d.
1276.	Alexandria	1½d.
1277.	Tokio	2½d.
1278.	Bilbao	3½d.
1279.	Beyrout	6d.
1280.	Pekin	2½d.
1281.	Salvador	1d.
1282.	Malaga	4d.
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1292.	Trieste	1½d.
1293.	Tunis	4d.
1294.	Montevideo	1½d.
1295.	Belgrade	2d.
1296.	Teneriffe	1d.
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1298.	Rome	2½d.
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No. 1315.

Reference to previous Report, Annual Series No. 617.

RUSSIA.

BATOUM.

Consul Stevens to the Earl of Rosebery.

My Lord, *Batoum, October* 24, 1893.

HEREWITH I have the honour to forward to your Lordship the Agricultural Reports for the year 1893, drawn up by myself and the Vice-Consul at Novorossisk.

I much regret that owing to the paucity of the information, respecting the crops, at my disposal at the end of last month, an inevitable delay in the transmission of these Reports has occurred.

I have, &c.
(Signed) P. STEVENS.

Report on Agriculture of the Consular District of Batoum for the Year 1893.

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Scanty information available.

In consequence of the scanty official reports that are hitherto to hand regarding the state of the year's harvest in this portion of the Russian Empire, it is difficult to give any thoroughly reliable information on the subject; but as accurate data will more than probably not be forthcoming until after the publication of the Agricultural Society's report at Tiflis some time next year, it is only possible for the present to render an account respecting the crops on the basis of matter collected from newspaper reports, and from individuals who are sufficiently interested in the harvest to warrant the correctness of their statements; and it is from these two sources that I propose to convey to the reader a general idea as to the condition of the crops in the Trans-Caucasus.

Climatic influences.

Although the heavy snowfalls of last winter were immediately followed by comparatively speaking cool and exceedingly favourable weather for the rapid and healthy development of the different descriptions of grain grown in this country, yet the drought that subsequently prevailed, together with the great heat experienced in the midland, eastern, and south-eastern or grain growing provinces, the want of irrigation and the frequent hail storms and hurricanes that took place in the months of May, June, and July, had the effect of bringing about a result that was far from being as satisfactory as was at first anticipated, and the yield of the crops of the most important kinds of grain grown in those districts, is said not to exceed that of an average year; in fact, in several places it is stated to be below the average.

Public health.

Besides climatic influences, I am given to understand that the unsatisfactory state of this year's harvest is also in a measure attributable to the many diseases of a more or less contagious and infectious character that are rife throughout the country, and which, owing to the insufficient and, I may even say, total absence of the necessary sanitary means for the preservation of public health in the country towns and villages, are acting with violence and spreading among the already, through other causes, impoverished peasantry.

In addition to the above, the government of Elisavetpol, which generally furnishes several provinces of the Trans-Caucasus with cereals, cannot this year export any grain, owing to the insufficient yield of the crop and to the failure of last year's stocks; so that the prices of cereals at the present moment, in the government of Elisavetpol, are from 10 per cent. to 20 per cent. higher than the prices at which grain from Russia is sold in the province of Tiflis.

Maize which forms the staple article of food of the classes inhabiting the mountainous districts, is extensively and almost exclusively grown in the western and south-western provinces. In Imeritia there is a famine, in some parts of Mingrelia the crop was burnt up by the parching suns, in most of the other districts it is below the average, and between Batoum and Samtredi the yield has been good and abundant.

It would appear that the rye crop of the Trans-Caucasus has entirely failed this year, and that rye is now being imported from

territories situated along the borders of the Black Sea and Sea of Azoff.

In the government of Tiflis and district of Borchalin the yield of wheat will not suffice to cover the requirements of the population, and wheat, rye, and flour for the use of the inhabitants of that province will also have to be imported from Russia. The governments of Erivan and Kars, where the yield has been extremely limited, are already importing both the above-mentioned cereals.

The crops in the government of Baku are above the average, except in certain localities, where, in consequence of inundations caused by the overflowing of the River Kura, they were destroyed before being mowed.

The yield of the linseed crop is very limited throughout the Caucasus. Linseed.

Rice which grows exclusively in the governments of Baku, Elisavetpol, and Erivan is said to be of moderate yield this year. Rice.

Cotton which is also grown in the province of Erivan will, I am informed, yield a very poor crop. Cotton.

Hay and pasture have been exceedingly good in the western and south-western provinces, abundant in the midland districts, but poor in the southern and south-eastern portions of the country, and there is a surplus for exportation from some districts situated in the government of Tiflis. Fodder.

The following statement will show approximately the yield of cereals in the different localities of this Consular district :— Cereals.

Articles.	District.	Remarks.
Maize	Mingrelia	Average
	Gouria	Over average
	Imeritia	Nil, famine
	Georgia	Below average
Wheat	Tiflis	Average
	District of Borchalin ..	Over average, and of very good quality
Wheat, rye, and millet seed	Elisavetpol	Below average
Wheat and rye	Erivan	Far below average, importing from Russia and Persia
Wheat	Kars	Yield extremely limited
Wheat, rye, and barley..	Alexandropol	Average yield
	Baku District of Saliani ..	Good, but comparatively deficient in consequence of inundations

The vine culture comes next in importance, and within certain limits, as for instance in Kahetia where the soil is specially suited

for the purpose, a vast extent of land is under the cultivation of grapes which are grown with much success and profit. Unfortunately for some time past, in several districts of the Trans-Caucasus, the vines have been devastated by the phylloxera, and mildew has occasioned disease, decay, and death to the plants. The authorities are doing their utmost to combat with and exterminate the former mentioned evil, but hitherto their efforts have proved fruitless, and the scourge, which extensively exists at the present time among the vineyards of the Trans-Caucasus, is annually spreading over a larger area of land and creating much havoc among the vines. Notwithstanding the above-mentioned calamities this year's vintage is reported to be fairly abundant and the wine manufacturers are likely to have a busy season, although perhaps most of the wine obtained will not be of such good quality as in other years.

Fruit.

Fruit of every description grows throughout the country and is very plentiful, in fact, in many districts it grows wild and is so abundant that it is allowed to remain on the trees until after attaining maturity, when it falls off the branches of its own accord, and if not picked up by wild beasts, rots on the spot where it has fallen. In consequence of the prevalence of cholera, the sale of certain fruits, such as melons and figs, &c., with which the markets are simply glutted, was strictly prohibited by the authorities.

Vegetables.

The prospects for the tobacco crop are good.

Vegetables during the present year were good, and cauliflower, peas, beans, cucumbers, cabbage, tomatoes, asparagus, mushrooms, and vegetables of every other description were very plentiful during their respective seasons.

Minerals.

Copper, iron, manganese, naphtha, coal, sulphur, and numerous other minerals extensively exist in the Trans-Caucasus; but as the mines are mostly situated in out-of-the-way places, and as there is a great lack in properly constructed roads and other means of communication, they cannot as yet be worked with much profit to their owners.

Silkworms.

The Government has been for some time past paying great attention to the development of the culture of silkworms in the Trans-Caucasus, by the establishment of special schools in some of the towns of the districts where the silkworm thrives, with a view to instructing the natives in the art of breeding and raising the worm. The climates of the government of Kutais and the districts of Shusha and Noucha, where the white mulberry tree abounds, are specially adapted for this purpose, as there is no difficulty in obtaining a plentiful supply of leaves wherewith to feed the worms and thus secure a good yield of cocoons. I am informed that this year scarcely any disease exists among the worms.

Forests.

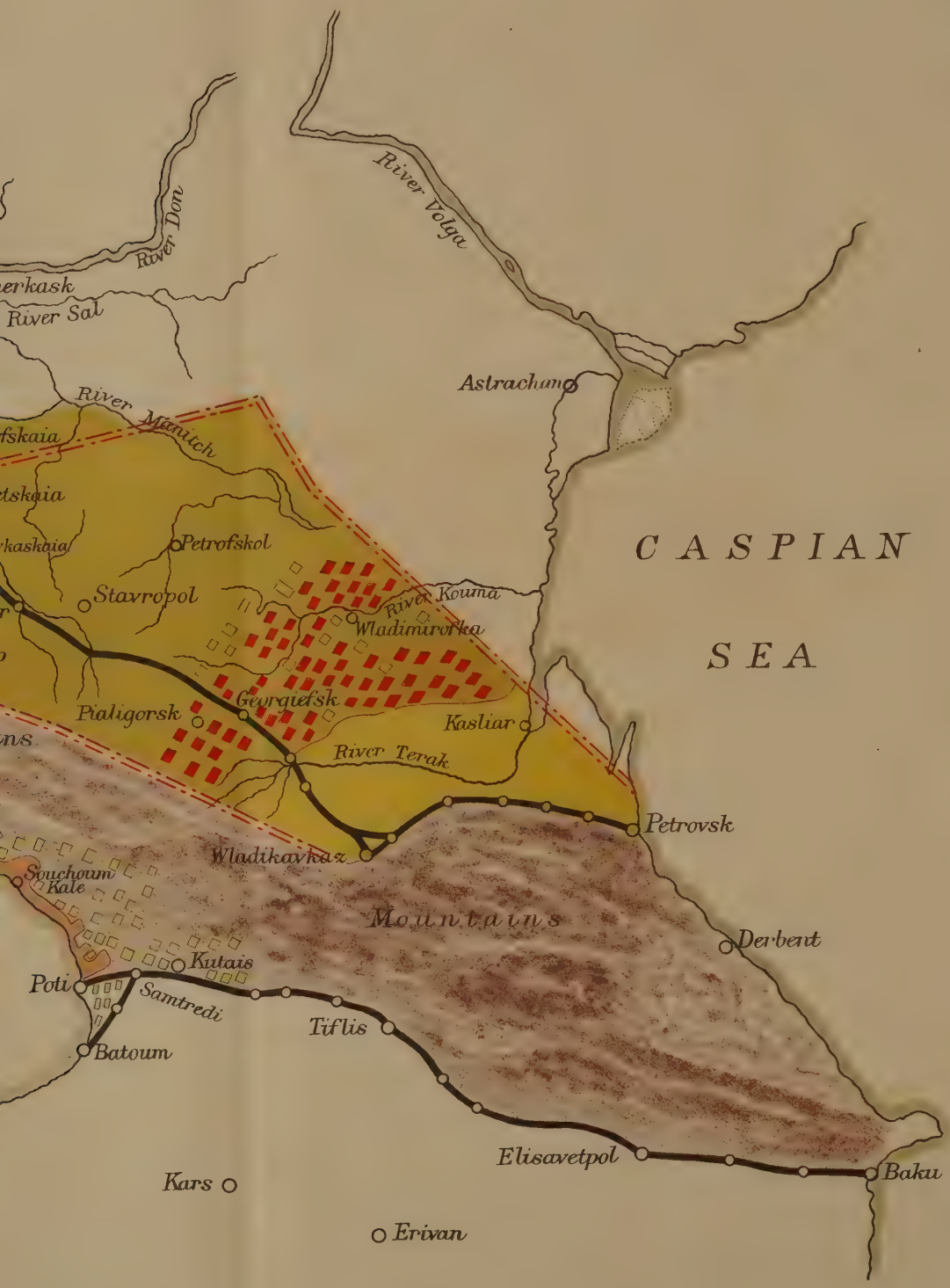
The mountainous districts of the Trans-Caucasus are copiously furnished with large natural forests remarkable for their richness and containing trees of almost every variety; oak, pine, walnut, fir, elm, beech, &c., being abundantly found. Until recently,

Annex A.

PLAN SHOWING SOURCES FROM WHICH NOVORO

Novorossisk, September 1893.

SSISK DRAWS ITS SUPPLY OF GRAIN, &c., &c.



Barley, Rye, Oats &c.

Lith. St. Martins Lane W.C.

however, owing to the continuous method of cutting down trees, the forests were being gradually exterminated in places where they were easy of access. I am told that within the last few years the Government has interfered and put a stop to the reckless destruction that was being practised, by the introduction of measures regulating the felling of trees, which now has to be carried out with some regard to the preservation of a certain number of trees in proportion to the size of the forest from which the wood is being obtained.

Liquorice root which grows wild in the governments of Baku and Elisavetpol is gathered and brought in by the inhabitants of those districts to the three liquorice factories situated at Elisavetpol, Liaki, and Udjari, which up to last month had manufactured 440 tons of paste and pressed 15,531 tons of root. Both these quantities have already been exported to the United Kingdom, the United States of America, and France. Liquorice root.

Experiments in the cultivation of tea are being made at Chakva, a few miles distant from Batoum, the climatic conditions of which place are specially suited for growing tea trees; several thousands of trees have recently been planted by a wealthy Moscow tea merchant, who, I understand, is about to engage the services of experienced Chinese tea planters to look after his plantations. Tea.

There is an unlimited area of pasture land during the summer months in the highlands of the Trans-Caucasus, and the lowlands afford abundant pasturage during the winter months. Cattle rearing is, therefore, extensively resorted to by the population, but the scarcity of fodder last winter, owing to cold and snow, cattle plague, foot-and-mouth disease, pleuro-pneumonia, and other disorders which have been prevalent during the year, has caused the mortality among livestock throughout the country to be enormous. Cattle rearing.

Novorossisk.

Source of Supply.

Novorossisk draws its supplies from the districts which extend from Tichoretskaia (on the Wladikavkaz Railway) in a south-easterly direction as far as Petrovsk (the terminus of the Wladikavkaz Railway) on the Caspian Sea, embracing the northern slopes of the Caucasus and encroaching for some 130 miles upon the rich steppes which form a triangle between the Rivers Volga and Don. Annexed plan A.

The approximate superficial area of the above-mentioned country is, roughly speaking, 125,000 square miles. Approximate superficial area.

The whole of this region consists of the most rich alluvial soil, especially adapted to the cultivation of all kinds of cereals, grain, fruit, tobacco, vines, &c., although there is a considerable Nature of the land.

difference in the climate between the northern and southern parts, the former being badly watered, more exposed to north-easterly winds, and subject to frequent drought, the latter being watered by numerous Caucasus rivers and mountain torrents. Besides this the northern parts are devoid of forests, whilst the southern are richly wooded, excepting in those places where large extents of forest land were systematically destroyed by fire and the ruthless Russian or Cossack hatchet during and subsequent to the conquest of the Caucasus.

General Produce.

Tobacco. Between the coast and Ekaterinodar a very important article of produce is tobacco (so-called Turkish tobacco), principally cultivated by Cossacks under the supervision of Greeks and Turks. The total quantity produced annually in this district may be estimated at about 5,000 tons, and valued at 125,000*l.* The whole of this tobacco is consumed within the Empire, large quantities being bought by St. Petersburg, Odessa, Rostoff, &c., manufacturers.

Wine. Vineyards exist on a small scale along the coast in the neighbourhood of Novorossisk, and to a much larger extent in the district of Kisliar. The quality of the wine produced is good, but the quantity limited, and this branch of commerce may be said as yet to be in its infancy.

This vast extent of country, extending to Wladikavkaz in an easterly direction (besides having enormous sheep runs, which produce some 20,000 tons of wool, yearly sent to Rostoff for sale on the Moscow and Polish markets or for shipment abroad) is exclusively devoted to the cultivation of azima (winter) wheat and barley principally, and rye, oats, and hard wheat in a lesser degree.

Around Wladikavkaz, where the population consists chiefly of Tartars and the remnants of Circassian tribes, the country is limited to the cultivation of maize, of which only a small quantity comparatively is shipped abroad, the remainder being consumed in the country itself for food and distilling purposes. Eastwards of Stavropol and to the north of the River Terek, besides cereals, linseed is cultivated to the extent of some 400,000 quarters (85,000 tons), most of which is shipped abroad viâ Rostoff, the balance passing through Novorossisk.

Total production. The total annual production of grain and seed throughout this district cannot be estimated approximately at less than from 1,200,000 tons to 1,400,000 tons, of which quantity—

Export.

	Quantity.
	Tons.
Shipped hence for abroad in—	
1888..	30,517
1889..	318,613
1890..	492,313
1891..	344,227
1892..	242,590

The proportionate export from Novorossisk since 1890 would have very considerably increased but for the prohibition laws of 1891 and 1892, combined with the late and present absolute stagnation in trade on foreign markets, which has caused a corresponding stoppage here, present prices not even paying the cost of production and carriage to railway station.

Cereals. Hard wheat.

The quality of this species of wheat is inferior in colour, &c., to that grown nearer the Sea of Azoff and the River Don, and is shipped hence principally to Mediterranean ports.

Azima (winter) wheat.

This wheat of itself is of an excellent class, and its merits as to colour and weight are fully recognised by millers abroad as producing a strong flour, but the great defect is that it contains a large admixture of rye and foreign matter amounting on an average to 10 per cent. of the former and 2 per cent. of the latter, which depreciates its value and impedes its current sale in England and the Continent.

Barley.

This grain is of inferior quality, owing principally to the obtaining habit of using the same seed again and again.

Rye.

The foregoing remarks apply equally to this article, which is inferior to that grown in the interior and the northern governments of the Empire, and has the defect of containing a large percentage of small grains of wheat.

Oats.

The quality grown is of fairly good average.

Impediments to development of cultivation.

The great drawbacks to the proper development of this region, for which Novorossisk is the natural outlet, are—

1. Bad cultivation generally, the conditions under which the Cossacks hold their land, and the military system to which all are subjected for the best part of their lives, viz., up to 40 years of age.

2. The prevailing ignorance and apathy of the population brought about not by any want of intelligence on the part of the people themselves, but by the conditions under which they have to live; at the same time, one must not lose sight of the fact that during the past few years over 2,000 English threshing machines and smaller agricultural implements, such as ploughs, &c., to the amount of hundreds of thousands of pounds, have been purchased by cultivators, as the quality of Russian-made goods did not, and still does not, satisfy the demand.

3. The absence of proper roads and railway branches; for example, the Wladikavkaz line, some 550 miles in length, has not one single branch line, a want which is much felt, as, owing to

this, the transport of grain from the various villages to railway stations can only be effected during about four months in the year, the cost of this land transport for a distance of some 70 miles being almost double the freight by steamer from Novorossisk to England; consequently a considerable quantity of grain is annually left on the hands of the peasants. These difficulties have been greatly enhanced during the past two years owing to the sanitary measures enforced by the Government to stamp out the cattle plague, which measures, whilst causing untold misery, suffering, and annoyance to the population generally, did not attain their object, as the foot-and-mouth disease still continues to exist in a latent state, especially in some of the more distant districts, where cattle are exclusively used as means of transport.

Crop of 1893. It is impossible as yet to form an accurate opinion as to the real results of this year's crop in view of the small quantities of grain brought down by the railway, owing to the existing low prices, producers being now in a position to hold their grain and wait for better times, as the Imperial Government is making advances on produce to growers at a reduced rate of interest (5½ per cent.), and has likewise reduced the cost of insurance on the grain stored and held as guarantee for the advances so made. It may, however, be admitted that this year's crop is rather above than below the average, and if the large stock which remains over from last year and the increased extent of land under cultivation be taken into consideration, the quantity which will find its way to Novorossisk for export abroad, in the event of prices rising sufficiently to allow producers to realise, will, in a great measure, depend upon the carrying capacity of the Wladikavkaz Railway Company, which capacity may be estimated at about 730,000 tons.

In consequence of the harvest having this year been gathered much later than usual, the crops having ripened at different periods in respective districts, and so little grain having been brought down, it is extremely difficult to form a correct idea as to the quality; so far, however, it is certain that the qualities will vary very much according to districts.

Azima wheat. We shall have "azima" (winter) wheat weighing from 60 lbs. to 61¼ lbs. to the bushel, and probably some weighing only from 56¼ lbs. to 58¾ lbs. to the bushel, but at the present moment it is quite impossible to say whether the heavier or lighter classes will preponderate.

Up to to-day only superior qualities have been offered for sale, the best of which weigh within a fraction of 62 lbs. to the bushel.

Hard wheat. The colour of hard wheat in general is satisfactory, being of the required light, bright, golden colour, but it is deficient in weight, which will not exceed from 61¼ lbs. to 62 lbs. to the bushel, this being a low standard.

Rye and barley. Are of the usual average in quality and quantity.

Oats. Oats are of good quality, and, comparatively speaking, a plentiful crop has been produced, but this article is not grown in

any great quantity, the land being too valuable and better adapted for other cereals, which command higher prices.

A fair average crop of linseed has been produced, and may be estimated at the maximum of 83,000 tons, but as this seed requires virgin soil, the available quantity for future export will probably decrease instead of increasing. Linseed.

Prices to-day are as follows:— Prices of grain.

Articles.	Per Bushel.		Per Chetwert.
	Lbs.		R. cop.
Azima	61¼	7 per cent. rye and 1 per cent. earth	7 10
	60	8 per cent. rye and 1 per cent. earth	6 80
	58¾	9 per cent. rye and 1 per cent. earth	6 50
Hard wheat	62½	3 per cent. barley	7 90
	61¼	3 per cent. barley	7 50
	60	3 per cent. barley	7 00
Barley			4 35
Rye	55	12 per cent. mixture of wheat	5 50
Oats			3 60
Linseed			13 25

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Reference to previous Report, Annual Series No. 749.

SALVADOR.

SAN SALVADOR.

Consul Campbell to the Earl of Rosebery.

My Lord, *San Salvador, June* 30, 1893.

I HAVE the honour to transmit to your Lordship enclosed Annual Report on the Trade of the Republic of Salvador for the year 1892.

I have, &c.
(Signed) C. S. CAMPBELL.

Report on the Trade of the Republic of Salvador for the Year 1892.

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Trade and commerce.

During the year 1892 trade has gradually decreased, until to-day there is a general crisis. The cause of this unfortunate state of affairs is due first to the high rate of exchange, which has risen from 33 per cent. to 63 per cent. Secondly, the bank-rate of interest, which at the beginning of 1892 was 9 per cent., is now at 24 per cent.; and thirdly, to the rise in duties and the effort made by the Government to bring into force the gold standard.

Gold standard.

On October 21, 1892, a law was passed adopting the gold standard. The Government strenuously endeavoured to put it in force, but with qualified success. The payment of all duties and taxes to be made in gold or its equivalent. The distastefulness of the measure to the country in general and the scarcity of gold have augmented the difficulties of the situation, and the law is still in abeyance.

Revenue.

Although the imports and exports for the year 1892 are less than those of 1891, as shown in my return, there is a noted augmentation in the revenue of the country; this is attributable to increased taxation.

Expenditure.

The expenditure in the year 1892 has been greater than in the previous year, caused doubtless by the many public works in construction, and to the expenses consequent on an improved army standard.

Tabulated statements will be found further on in this report; and I beg to draw attention to the fact that in converting native currency into sterling I have taken the 1*l.* as being worth 7 dol. 25 c. silver.

Imports.

A slight decrease in imports is noticeable in 1892—378,477*l.*, against 441,381*l.* in 1891. English trade appears to have remained firm, whilst Germany and the United States have fallen off slightly.

Exports.

These have also decreased, showing 942,248*l.* for 1892, as against 968,084*l.* for 1891.

STATEMENT showing Difference in the Imports and Exports of Salvador during the Years 1892-91.

	Value.		
	1892.	1891.	Increase, 1892.
	£	£	£
Imports	951,104	770,739	180,365
Exports	935,797	561,987	373,810

Telegraphs. Telephones and cable.

Within the last two years much progress has been made in this section, the telegraphic system being very complete; 108 miles of wire have been added and 15 new offices established during the year, the mileage actually being 2,421. Telephonic

communication has also largely developed, to the extent of 321 miles. The revenue derived from these three services shows 24,656 dol. 44 c. in 1891, and 37,534 dol. 76 c. in 1892, which increase is equal to 1,777*l.*, at 7 dol. 25 c.

RETURN of Post Office Statistics for the Year 1892 compared with the Year 1891. Post office.

Year.	Number of Letters.	Number of Registered Letters.	Number of Packets.
1892	721,951	37,338	922,608
1891	703,245	32,796	918,300

showing an increase in every department.

The expenditure under this head is estimated at :— Public instruction.

Year.	Amount.	
	Currency.	Sterling.
	Dol. c.	£
1892	308,382 50	42,812
1891	246,766 82	34,037
Increase (owing to the opening of new schools)..	..	8,775

The number at present is:—

Year.	Number of Boys.	Number of Girls.	Total.
1892	342	343	685
1891	341	226	567

The several banks of this Republic, notably the International, Occidental, and Salvadorenian, are paying large dividends and doing a thriving business. Banks

Agriculture.

On December 10, 1892, a large quantity of tobacco seed was introduced by Government and distributed gratis among agriculturists, restricted by certain conditions, with the idea of fostering the culture of this plant, and at the same time two natives of Cuba were employed to teach the cure and elaboration of tobacco on the same principle as that of Cuba. Tobacco.

Coffee. The coffee crop just completed has not been so abundant as the preceding one, showing a decrease of nearly 18,000 bags, but it has fetched much higher prices, ordinary coffee selling at 30 dol. to 32 dol. (4*l.* 5*s.*) per quintal (of 101½ lbs. English). The prospects for the next crop are very good, and an abundant harvest is anticipated. However, a drawback exists in the imposition of a new tax of 2 dol. 25 c. gold on all exported coffee, in lieu of the former tax of 1 dol. silver.

Indigo. Indigo shows a decided increase, giving 9,587 serrones in 1892, against 7,889 serrones in 1891. This produce has been falling off gradually for some years, but it now seems to revive, as the prospects for the next crop are very encouraging.

Cattle. A prize of 50 dol. has been offered by Government for the best breed of cattle, horses, and mares introduced into this country, with the object of improving the native breed, a most laudable measure in the interests of agriculturists.

Railways.

Since the last report of 1889 railways in this Republic have made rapid progress. Besides the completed line from the port of Acajutla, through Sonsonate and Armenia, to the Ceiba, Colon (near the Tecla), about 50 miles in length, a new line is in course of construction from Sta. Ana to Ateos (joining the above-mentioned line at the latter place), a distance of 39 miles, of which 13 miles have been completed, leaving 26 miles still in prospect. This concession has been given to Mr. A. J. Schezer, and is being financed in London by Mr. L. A. Campbell, Consul-General for Salvador. A short line has been completed (8 miles) between this capital and Sta Tecla to compete with the old tramway.

Public Works.

The mint. This establishment, under the title of "The Central American Mint Company, Limited," was formally inaugurated on August 28 last. With slight interruptions arising out of the depreciation of silver, and the introduction of the gold standard, the mint has been worked with regularity. A decree of August 24 last has authorised the company to coin gold and silver under provision of the Act of the Monetary Law of February 17, 1883, which fixes the standard weight and law of coinage.

The Central American Mint Company, Limited, formed in London, have carried out their work with regard to the building and machinery in the most creditable manner, under the direction of Mr. Henry Guarracino. The mint is perfect in all respects, and possesses some of the finest machinery in the world.

Salvador is naturally proud of such an acquisition, which will fill a much-felt want, by providing it with a national coinage, a boon to commerce and the country generally.

Barracks. The Government has entered into contracts with the

American firm of McIlwaine and Namne for the construction of a new barracks, composed of iron and brick, at a cost of 72,500*l.*, now in course of construction; a new custom-house in the port of Acajutla, of soft rock, iron, and lumber from California, at a cost of 5,000*l.*; and the reconstruction of the national palace (burnt down in 1889) of iron and brick, at a cost of 80,000*l.* Nearly all the ironwork required for these edifices will be imported from England. Custom-house. National palace.

There is also in course of erection a new hospital for this city, the funds for the building of which, more or less 500,000*l.*, were bequeathed by the late Don José Rosales. This building will be composed of iron from Belgium. New hospital.

Vast improvements are taking place daily in this city; new streets are being opened up, old streets repaved, houses built on a more modern principle, and the sanitary arrangements are being carried out most efficiently, under the special direction of the Government, contributing largely to the healthy condition of the city. City improvements.

The health officer has bestowed praiseworthy attention to his important department. Provisions of all kinds are subjected to the strictest supervision; preventative measures employed against the spread of infectious diseases, and vaccination been made obligatory. Public health.

Special care has been given to this branch of the public security, and the notable decrease in crime, as shown by recent statistics, is a satisfactory result of their endeavours. Police.

The present advanced condition of the army reflects much credit on its Commander-in-Chief, Don Carlos Ezeta, arms, equipment, artillery, &c., being on the most modern plan. The instruction of the troops in military tactics is confided to a retired German officer of capability and experience. Army.

A large tract of land has been opened up on the outskirts of the city, which offers every facility for the exercise of the troops and artillery, besides forming a pleasant recreation ground for the townsfolk. This magnificent work has been carried out under the personal direction of the President, at a cost of 7,000*l.* Open space.

For the year 1891 it amounted to 5,496,400 dol. soles, and has been reduced to 3,614,000 dol. Internal debt.

The loan made in England has been reduced from 300,000*l.* last year to 269,519*l.* this year, and all the interests have been well paid up. I understand that the stock has risen in London from 50 per cent. to 75 per cent. Foreign loan.

RETURN of Principal Articles of Export from Salvador during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Packages.	£	Packages.	£
Indigo	9,587	158,782	7,889	123,047
Sugar	12,279	22,633	15,898	32,565
Balsam	499	7,694	482	5,577
Coffee	180,458	624,380	198,004	662,818
Ox-hides	6,868	4,515	3,554	3,190
India-rubber	219	1,459	115	1,056
Mascabado	..	..	309	1,027
Coin, silver	242	75,956	188	68,849
Silver (bruto)	130	20,672	168	25,027
Tobacco, unmanufactured	2,491	4,227	5,641	11,215
Tobacco, manufactured	1,170	14,902	1,976	22,548
Sundry articles.. ..	471	843	799	1,249
Total	214,414	936,063	235,023	958,168

RETURN of Principal Articles of Import to Salvador during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Packages.	£	Packages.	£
Cottons	16,317	121,030	18,871	139,331
Linens	145	1,823	302	3,054
Woollens	688	7,852	695	7,768
Silks	430	10,920	279	7,334
Mixed goods	54	805	46	528
Flour	73,963	27,987	79,902	32,294
Liquors, wines, beer ..	41,079	31,154	12,539	41,510
Earthen and glassware..	6,796	5,430	7,255	6,502
Drugs and perfumery..	10,359	11,373	8,701	11,535
Ironware	232	810	771	3,465
Machinery	3,482	5,518	4,717	1,242
Hats, straw	202	2,119	141	1,582
Shoemakers' tools ..	673	2,575	1,020	2,909
Jewellery	52	269	50	327
Printed books	32	206	664	982
Coin	57	19,776	135	37,244
Furniture and woods ..	2,589	4,609	14,556	3,873
Hardware	36,983	22,164	26,668	16,734
Tinned goods, &c. ..	18,880	12,833	21,254	13,877
Other articles	21,699	33,078	28,259	47,549
Total	234,712	322,331	221,825	380,140

TABLE showing the Value of all Articles Exported from and Imported to Salvador from and to Foreign Countries during the Years 1891–92.

Country.	Imports.		Exports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
United States	122,047	104,587	247,632	397,055
England	121,523	121,210	100,974	110,043
Germany	46,744	37,018	212,276	108,618
France	74,444	58,819	163,079	131,586
Italy	12,504	9,514	92,282	55,128
Spain	3,905	3,772	5,297	3,126
Sundry	60,214	43,557	146,544	136,692
Total	441,381	378,477	968,084	942,248

RETURN of all Shipping at all the Ports of Salvador during the Year 1892.

Nationality.	Entered.*		Cleared.*	
	Steam.	Sailing.	Steam.	Sailing.
	Number.	Number.	Number.	Number.
United States	336	11	336	11
German..	87	..	87	..
English	84	5	84	5
Various	60	35	60	35
Total	567	..	567	..
Passengers	1,891	.	1,363	..

* Tonnage of vessels not stated.

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REPORT FOR THE YEAR 1891

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1046.

Presented to both Houses of Parliament by Command of Her Majesty,
SEPTEMBER, 1893.

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1286.	Warsaw	½d.
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1289.	Manila	2½d.
1290.	Bahia	1d.
1291.	Munich	1d.
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SERVIA.

BELGRADE.

Mr. Fane to the Earl of Rosebery.

My Lord, *Belgrade, August* 24, 1893.

I HAVE the honour to transmit herewith a full and interesting Report which has been drawn up by Mr. Ranald Macdonald, Her Majesty's Vice-Consul for Servia, on the Trade and Commerce of this country for 1891. No official returns later than those for that year have been published.

I have, &c.

(Signed) EDMUND FANE.

Report on the Trade and Commerce of Servia for the Year 1891.

ABSTRACT of Contents.

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The trade of Servia in 1891 reached a total of 3,803,420*l.* Imports were valued at 1,712,227*l.*, and exports at 2,091,193*l.* The former had increased by 190,442*l.*, and the latter by 257,578*l.*

The falling-off previously noticed in imports of agricultural and garden produce, live-stock and farm produce, provisions, drinks, groceries, and fatty produce had continued, and a further decrease is recorded under the head of machinery and implements.* On the other hand importations of paper, metals, silks, and ready-made clothing had increased.

American, Belgian, French, and Swiss trade suffered slightly, whilst that of Bulgaria had fallen off by 36,323*l.*, her decrease in cereals alone being valued at 23,000*l.* Russian trade in dried and salted fish, tea, and petroleum had also diminished by 11,353*l.*

On the other hand the sum of imports from Austria-Hungary had increased by 132,858*l.*, and from Great Britain and Germany by 5,286*l.* and 56,653*l.* respectively. Italy has, by means of a subsidised agency at Belgrade, increased her sales to Servia from 14,693*l.* to 40,667*l.*, chiefly in timber, wool and hair, paper, groceries, cotton, hemp and flax, silk, and ready-made clothes.

The harvest of 1891 was an abundant one, save in the important item of plums. Owing to bad seasons in other parts of Europe Servia secured remunerative prices for her cereals, and notwithstanding a falling-off at the end of the autumn her export trade was very active. In 1892, however, a less satisfactory state of things was recorded. No figures are at hand by which to estimate the proportionate values of imports and exports for that year, but it is said that whilst the movement of the former was about the same as during the preceding year, the latter suffered to a most serious extent by the failure of the vintage and grain harvest. The failure of the vintage from drought and phylloxera was so complete that, instead of exporting large quantities of wine, Servia has been compelled to import considerable supplies from Italy and Macedonia. In addition to the difficulties arising from low prices on the foreign corn markets, Servian cereals were generally of so poor a quality that they could, for the most part, only be disposed of by sending the corn to Hungarian mills to be ground and mixed with Roumanian flour. About one-quarter of the last year's grain still remained unsold in the month of June, but business then improved. The value of grain exported in 1892 was calculated at half the value of ordinary years.

The disproportion thus suddenly created between the importation and exportation of the country has, in conjunction with its financial difficulties, occasioned great embarrassment. The agio rose to over 12 per cent., and the banks' rate of interest, which had been lowered in 1891 to 5½ per cent. for silver and to 7½ per cent. for gold, had to be raised in 1892 to 6½ per cent. and 8½ per cent. in order to check the unlimited and urgent calls for money which were made upon it. The National Bank of Servia experienced great difficulty in checking a tendency to over-

* The classification of articles in this report follows that of the official customs returns. Values assigned to goods include transport, insurance, and other charges.

borrowing and keeping down the indebtedness of merchants and credit institutions to the previous year's proportion. Should this year's harvests turn out deficient, the commercial position will undoubtedly be serious.

The opening of the Sissek-Mitrovitsa Railway, in consequence of which the steamboat service between Sissek and Brod has been discontinued, has, by shortening the time for goods sent to Belgrade, viâ Fiume, still further increased the disadvantages under which Salonica labours, as an alternative route for our trade with Servia. In spite of a considerable improvement in the service of the Servian railways and customs, importers prefer the Fiume route, both on account of its cheapness and because they cannot rely on their goods reaching them through Salonica without damage being sustained at that port. Harbour and magazine accommodation are as essential to the development of trade through Salonica as the lowering of rates on the Oriental Railway.

The following is a comparative statement of the published freights of the two routes, according to class of goods:—

Class of Goods.	Fiume to Belgrade, per Ton.		Salonica to Belgrade, per Ton.	
	Sterling.	Currency.	Sterling.	Currency.
	£ s. d.	Francs.	£ s. d.	Francs.
I. (for 5 tons or 10 tons)	2 9 7	62	4 6 5	108
II. „ „	1 12 10	41	3 8 10	86
A „ „	1 8 0	35	2 12 0	65
B „ „	0 18 5	23	2 0 0	50
C „ „	0 15 2	19	1 8 0	36

Certain forwarding agents are granted special terms by the Oriental Railways, and can forward goods, under Class I, to Belgrade, for from 50 fr. to 30 fr. per ton, and cotton, rice, and petroleum (in consignments of 10 tons) for 40 fr., whilst cotton yarns are reduced to 30 fr. per ton. This arrangement is, however, a very one-sided and unsatisfactory one, as it gives all the advantage into the hands of the forwarding agent, who can, on the slightest dispute arising between himself and the importer, refuse to the latter the benefit of the reduction, and force him back upon the higher published rates.

The "Trgovinski Glasnik," or "Commercial Gazette" of Belgrade, has stated that the Adria Steamship Company carry Italian wine from Barra to Fiume for 80 c. the 100 kilos., whereas the cheapest British vessels ask 3 fr. from Barra to Salonica.

The privilege under which customs dues were waived in favour of exporters of Servian produce, viâ Salonica, was withdrawn by the Servian Government at the beginning of the present year.

The internal trade of Servia is much hampered by the ruinous

and neglected state of the roads; these are so bad in places that, according to the "Commercial Gazette," the conveyance of goods from one part of the country to another is at times nearly impossible.

Imports.

The following table indicates the value and distribution of the import trade for 1890 and 1891:—

Country.	Value.	
	1890.	1891.
	£	£
Austria-Hungary	912,775	1,045,633
America	64,821	62,357
Belgium	8,446	8,342
Bosnia	2,786	3,008
Bulgaria	47,695	11,372
Greece	2,016	3,098
Great Britain	195,534	200,820
Italy	14,693	40,667
Germany	114,730	171,383
Roumania	39,084	44,428
Russia	42,276	30,923
Turkey	42,262	47,994
France	10,296	10,285
Switzerland	24,371	22,584
Other States	..	9,333
Total	1,521,785	1,712,227

Paper.

The importation of paper during 1891 was slightly over 2,000*l.* more than in 1890, the total value being reckoned at 36,836*l.* Of this, 35,160*l.* of all kinds come from Austria-Hungary, Germany supplying to the amount of 1,324*l.*, and Great Britain and France only small quantities of cigarette and tissue paper.

Agricultural and garden produce.

The importation of cereals, fruit, and vegetables in 1891 fell to almost half the value of the previous year, Bulgaria being the chief sufferer in wheat, barley, and oats. Austria, however, increased her sales by 5,568*l.* The total value of importations from all countries was 38,944*l.*, of which 27,081*l.* came from Austria-Hungary, over 9,000*l.* from Turkey, of which nearly 8,000*l.* was in wheat flour, and some 2,000*l.*, chiefly in cigars, from Germany, with a new importation from the latter country of between 300*l.* and 400*l.* worth of hops. Servia imported in all about 1,500*l.* worth of the latter article.

Wool and hair.

Of 130,410*l.* worth of wool and hair, which represents the total value of imports during 1891, about 33,413*l.* was in raw material. The principal importations from Great Britain were woollen yarns for 3,871*l.*, Orleans, lustres, merinos, &c., for 1,788*l.*,

and cloth clothes for 2,791*l.* Our total shows a slight increase over the previous year, there being an improvement in almost all woollen goods with the exception of Orleans, lustres, and analogous articles. There was also a new importation of about 200*l.* worth of British flannels.

Austria-Hungary sent for over 84,000*l.* of all sorts of woollen goods, Bulgaria for 6,000*l.*, chiefly in raw wool and coarse homespuns, Germany for over 15,000*l.* of yarns, clothes, flannels, Orleans, lustres, merinos, &c.; Roumania for nearly 8,000*l.* worth of raw material, and Turkey for between 6,000*l.* and 7,000*l.* Importations from France and Switzerland were small, and consisted mostly of the finer tissues, and in the case of the latter country, of flannels.

There was, on the whole, an increase in the importations of raw wool, clothes, coarse homespuns, carpets, druggets, barège, blondes, gauzes, &c., and a decrease in yarns, rugs, Orleans, lustres, merinos, and plush. The total increase, as compared with 1890, amounted to 41,820*l.*

Timber and wooden articles.

The value of timber and wooden articles imported was 89,738*l.*, of which 77,000*l.* came from Austria-Hungary. The principal items were firewood and building timber for about 44,000*l.*, wheelwrights', coopers', and cartwrights' articles, garden tools and ploughs, parqueterie and pegs for nearly 6,000*l.*; furniture and carved and upholstered goods for 13,175*l.*, of which nearly all was Austrian; nearly 4,000*l.* worth of plaited, woven, and basket work. Carts, carriages, boats, pontoons, and water-mills, to the value of 22,175*l.*, for over half of which Austria-Hungary accounts. Italy sent 105 railway goods waggons and trucks, valued at between 11,000*l.* and 12,000*l.*

Live-stock and animal produce.

The importation of live-stock was valued at 9,335*l.*, and poultry over 400*l.* Of this, Austria-Hungary accounts for over 5,000*l.*, and Turkey for nearly 4,000*l.*

Salt fish.

The importation of fresh fish had somewhat increased, but that of dried and salted fish had decreased by over 12,000*l.* The falling-off in Russian fish amounted to nearly 10,000*l.* Austria is the chief vendor of dried and salted fish, but Italy has begun to do business with Servia in this article.

Almost the whole of the farm produce imported came from Austria-Hungary, and is limited to the frontier districts.

Provisions and drinks.

Whilst the values of articles classed under the head of provisions and drinks amounted in 1890 to the sum of 28,587*l.*, the figures for 1891 show a total of 17,802*l.* only. This diminution is largely attributable to the heavy octroi duties applied at the end of 1890. The small British trade in confectionery has virtually disappeared, and, with the exception of Germany, all foreign countries have a loss to record; the latter country has, thanks to her sales of beer, an increase in her favour. The bulk of the trade in provisions and drinks is in the hands of Austria-Hungary, whose total amounted to 14,557*l.* Wine and chick-peas form the chief item of imports from Turkey, and sardines and cheese from Switzerland, but the values of these are trifling.

On the list of beverages, red wine and vinegar are the only items which show an increase.

Minerals, pottery, and glass.

Minerals, pottery, and glass were imported to the value of 88,456*l.*, or rather more than 9,000*l.* in excess of the importation during 1890. Of this, Austria-Hungary sent for 48,474*l.*, chiefly in salt, coal, mill-stones, earthenware, crockery and glass, bricks and tiles. Salt from Roumania was valued at 33,000*l.*, small amounts of sea salt coming from Turkey and Italy. British trade is confined to small quantities of glass and porcelain. Germany had improved her position as regards coal, whetstones, and porcelain, but had lost ground in glass.

Coal.

It is to be expected that the importation of coal will be considerably lessened in the future by the opening out and developing of the Government mine at Senié, of which mention is made in another part of this report.

Metals.

There was a hardly noticeable increase in the importation of British metals. Belgian metals, after making a resolute fight during the last few years, have again decreased in favour of Germany, whose total for 1891 amounted to 52,593*l.*, or nearly double her previous year's figures. The result of her energy and low railway tariffs are visible in all iron and steel goods.

Raw metals.

Very little raw material is imported into Servia, the total amount for the year being valued at a little over 1,000*l.*

Wrought iron.

Wrought and pulled iron in strips and bars was imported to the value of 34,664*l.*, or nearly 9,000*l.* more than during the preceding year; 22,473*l.* of this came from Austria-Hungary, 1,536*l.* from Belgium, 1,142*l.* from England, 1,166*l.* from Bosnia, and 8,346*l.* from Germany; Great Britain is the only country which has a loss to record under this head, our business, small as it was, being below the figures for the previous year.

Railway lines and girders amounted to 7,000*l.*, a considerable decrease on previous importations. Germany secured nearly the whole of these.

The entire value of plate-iron and wire imported was reckoned at nearly 10,000*l.* Great Britain did somewhat better in these articles, though our business is scarcely worth mentioning, being under 1,500*l.*

Unfinished ploughshares and coulters, to the amount of 1,133*l.*, nearly all came from Austria-Hungary.

Nails, hooks, rivets, pegs, clamps, &c., were purchased to the amount of 20,372*l.*, more than half coming from Austria-Hungary. A small interest in this trade is assigned to Great Britain and France; it is only about 100*l.* in each case. Germany had nearly doubled her business, and Belgium had improved her position.

The importation of shoes for horses and cattle fell off, trade with Germany having ceased, or been partly transferred to Great Britain, who is accredited with having sent 134*l.* worth of horse shoes in 1891.

Finished ploughs and coulters nearly all came from Austria-Hungary, as did spades, shovels, picks, forks, rakes, scythes, &c.,

the total importation of the latter implements being valued at over 4,000*l.* The importation of these tools from Great Britain has almost ceased, owing chiefly to the unwillingness of our manufacturers to trade on the Servian terms of credit. Our place has been taken by Germany. British agricultural implements.

Boilers, coppers, pans, axles, and chains came chiefly from Austria-Hungary, and were valued at 7,453*l.* Winnowing machines and machines for cleaning maize were imported to a small extent from Austria, and Germany has begun to do a little business in these articles.

Locksmiths', tinsmiths', and plumbers' wares were imported to the value of 66,715*l.* Locksmiths' wares.

Germany sent 14,910*l.* worth of water-pipes for Belgrade. Water-pipes.

The importation of lead in bars and rolls came to less than 500*l.*, and that of zinc to about 1,452*l.* Of this over 800*l.* came from Germany, and the rest from Austria. Lead, worked up into cartridges, shot, pipes, type, &c., amounted to 2,099*l.* Lead and zinc.

The amount of Britannia metal imported from Great Britain amounted to between 500*l.* and 600*l.*, a decrease on previous importations. The total coming from all countries was reckoned at 1,465*l.* Britannia metal.

Of a total importation of 12,924*l.* worth of copper in bars, rods, strips, &c., and copper-ware, Austria-Hungary sent for 11,903*l.*, and Great Britain and Germany for 386*l.* and 491*l.* respectively. Copper and copper articles.

Nearly 8,000*l.* worth of brass (unworked or wrought into various articles) was imported, of which 7,000*l.* worth came from Austria-Hungary, and the remainder from Germany and Turkey. Brass.

The importation of German silver and nickel had not varied, about 1,000*l.* worth having come from Austria-Hungary. German silver and nickel.

The importation of hides, rubber, gutta-percha, and oilcloths was valued altogether at 162,439*l.*, showing an increase as compared with the preceding year of 52,399*l.* Italy, Turkey, and Switzerland were losers to a small extent, whilst other countries had somewhat improved their business in these articles. British trade had increased to the extent of 7,000*l.*, and importations from Germany had nearly doubled. Hides, rubber, &c.

Raw hides (ox, horse, and sheep) amounted to 51,934*l.*, of which America, Austria-Hungary, Germany, and Great Britain sent for 19,315*l.*, 18,392*l.*, 7,716*l.*, and 2,593*l.* respectively. Our sales of ox and horse hides were slightly below the amounts for 1890. Raw hides.

Dressed hides were valued at 31,420*l.*, of which 2,358*l.* were British horse and cow hides, an item which did not appear amongst British articles imported in 1890. The total importation of dressed hides had increased by 30,206*l.* American hides were valued at 7,735*l.*, and Austria, who sent for 884*l.* only in 1890, in the year under notice sent up to the value of 13,645*l* Germany also, who was credited with only 329*l.* worth of dressed hides in 1890, sent for 6,000*l.* in 1891. A few 100*l.* worth also came from Italy. Dressed hides.

Skins. Raw and dressed skins of wild animals form a small importation to the value of a little over 2,000*l.*, which is divided between Austria and Germany.

Leather. The importation of leather was as follows:—

Description.	Value.
	£
Sandal leather	566
Sole leather	29,870
Saddlers' leathers	15,597
Calf, cowhide, shagreen, and waterproofed ..	20,514
Morocco and other similar leathers, dyed and undyed	4,181
Lacquered and bronzed	1,054

British leathers. America sent about 400*l.* worth of sandal leather; Austria-Hungary, 51,696*l.* worth of all sorts; Greece between 200*l.* and 300*l.* worth of sole leather; Great Britain, 8,893*l.* worth of sole leather, and 2,261*l.* worth of other sorts; Italy, between 800*l.* and 900*l.* worth of sole and shoe leather; and Germany about 5,923*l.* worth. French dressed leathers were valued at over 1,000*l.*

Rubber, gutta-percha, and oilcloth. Rubber and guttapercha were imported in very small quantities, *i.e.*, raw material, 421*l.*; rubber slabs and tubing, 369*l.*; wrought into tissues and coated over (with the exception of clothes), 1,984*l.*; and oilcloths, 1,537*l.*

Groceries and southern fruits. The value of importations of groceries and southern fruits fell from 164,766*l.* in 1890 to 146,023*l.* in the year under notice. This loss has been principally borne by American, Austro-Hungarian, German, and Roumanian produce. Southern fruits, such as oranges, lemons, figs, cocoa and other nuts, dates, almonds, raisins, &c., were valued at 6,775*l.*, and came chiefly from Italy, Turkey, and Greece.

Seasonings. The value of pepper and spices amounted to 4,399*l.*, the bulk being from Turkey. The value of British pepper has fallen to 1,004*l.*

Coffee. Raw coffee was imported to the amount of 52,201*l.*, being a few thousand pounds in excess of the previous year's importation; of this 8,267*l.* represents the value of British coffee, an item which is nearly four times higher than in 1890. Less American coffee was imported by 12,624*l.*

Sugar. Sugar to the value of 59,663*l.* was almost all imported from Austria-Hungary. The burden of the octroi dues had diminished the importation of this commodity by 17,520*l.* Between 400*l.* and 500*l.* worth of British sugar and about 300*l.* worth of molasses found their way into the country. The importation of German sugar had decreased.

Rice. The rice imported in 1891 was valued at 16,351*l.*, as against 18,388*l.* in the previous year. The value of British rice fell from 11,980*l.* to 9,494*l.* Austrian and Italian rice also show a decrease, being valued at 1,910*l.* and 2,848*l.* respectively.

The value of pitch and gums were estimated at 5,426*l.* This importation comprises resin, pitch, Burgundy pitch, asphalte, incense, myrrh, and some finer gums. Great Britain is credited with 4,290*l.* worth, of which the chief item was asphalte. Pitch and gums. Asphalt.

Drugs, chemicals, and colours were valued at 60,765*l.*, being 15,178*l.* in excess of the figures for the previous year. British and French articles showed a falling-off, whilst most other countries, notably Austria, Italy, Germany, and Russia, had improved their position. Our largest item was indigo, which was valued at 1,663*l.* We also sent small quantities of common soda, herbs, sugar of lead, and cochineal. Drugs, chemicals, and colours.

Tea, which used to be classed under the head of groceries, is placed in the Servian statistics for 1891 under that of drugs and chemicals, owing perhaps to the extremely high price of the commodity and to the fact that the bulk of the people look upon it as a beverage to be used only in times of illness. The value of the total amount imported did not exceed 625*l.* Tea classed as a drug.

Amongst other articles of import are acids and salts, to the amount of 1,132*l.*; saltpetre, 4,200*l.*; litharge, 1,025*l.*; green vitriol, 2,232*l.*; soda, 1,702*l.*; hydraulic lime and cement, 4,913*l.*; various made-up medicines, 6,764*l.*; caps and fuses for guns and cannon, 2,735*l.*; matches, 6,690*l.*; starch, 2,222*l.*

The value of unmade-up dyes amounted to 8,297*l.*, and made-up dyes to 7,686*l.* Amongst the former was 509*l.* worth of cochineal, and 2,506*l.* of indigo. Of these Austria-Hungary provided the greater proportion, Germany contributing to the extent of 3,000*l.* Dyes.

Many of the articles classed under "fatty produce" being subject to octroi dues, there was a falling-off in the importation to the amount of 26,970*l.* The decrease in the value of importations from Great Britain was no less than 18,327*l.* The total value of importations was 80,574*l.* Fatty produce.

Olive and other table oils were valued at 21,954*l.*, or less than half the amount imported in 1890. Of this 7,935*l.* represented the value of British (principally cotton) oil, of which 26,119*l.* worth had been imported in 1890. Other countries sent for the following values:—Austria-Hungary, 7,786*l.*; Turkey, Greece, and Italy, for 1,987*l.*, 1,547*l.*, and 1,390*l.* respectively. Table oils.

Cocoa, palm, and linseed oils were imported to the value of 4,955*l.* Of this 1,000*l.* was for British oils, the remainder being Austrian. Cocoa, palm, and linseed oils.

Of 3,220*l.* worth of turpentine and varnish, Austria sent for 2,214*l.*, and Germany for 500*l.* British trade is almost nil. Turpentine and varnish.

Refined petroleum was imported to the value of 1,474*l.*, and unrefined to the value of 26,799*l.*, being a decrease on the previous year's figures. This is nearly all Russian. Petroleum.

The value of other mineral oils for technical purposes amounted to 1,373*l.*

Glycerine, wax, stearine, and paraffin were valued at 6,351*l.* Of these nearly the whole came from Austria-Hungary. Animal and fish fats.

Soap. The value of common unscented soaps was estimated at 3,914*l.*, and scented at 1,544*l.*, against 7,023*l.* and 5,440*l.* in 1890.

Candles. The value of the importation of stearine and paraffin candles came to 8,372*l.*

Machinery, instruments, and arms. The value of the importation of machinery, instruments, and arms fell between 2,000*l.* and 3,000*l.* short of the previous year's figures. The total amounted to 53,574*l.*

Locomotive and locomobile engines. The value of locomotive and locomobile engines is given at 4,402*l.*, or less than a third of the importation in 1890. Locomotives came exclusively from Germany. Austria is credited with portions of boilers to the value of 3,400*l.*

Machinery. Machinery and parts of machinery for mills, boats, mines, baths, and factories amounted to 26,387*l.* Of this Austria-Hungary sent for the value of 16,328*l.* and Germany for 7,825*l.* The latter country seems to have met with a fair amount of success in pushing these articles, as her sales during 1890 were valued at 560*l.* only. Belgium trade has declined.

Agricultural and industrial implements, &c. Sewing machines. Of a total importation of 2,403*l.* worth of agricultural and industrial implements and machines, 1,483*l.* was for sewing machines, of which Great Britain and Germany sent for under 1,000*l.*

Scientific and musical instruments. Astronomical, surgical and scientific instruments came almost exclusively from Austria and Germany, and were valued at 3,123*l.*; musical instruments at 3,138*l.*

Arms: revolvers. Arms consisting for the most part of revolvers, came from Austria, Germany, and Belgium; their total value amounted to 5,111*l.*, of which 3,555*l.* were for revolvers.

Cotton, hemp, flax, and other textiles. The importation of cotton, hemp, flax and other textiles reached a total of 343,550*l.*, being an increase of 37,638*l.* on the figures for 1890. Of this, 131,948*l.* represents the value of British, and 159,359*l* of Austro-Hungarian trade.

Raw cotton. Of a total of 22,897*l.* worth of raw cotton, Austria-Hungary provided to the amount of 3,143*l.* and Great Britain to the amount of 18,636*l.* Our trade in raw cotton during 1890 was estimated at 1,664*l.* only—there was therefore an increase in our favour in 1891 to the amount of 16,972*l.* Raw cotton is extensively employed in Servia for lining peasants' coats and bed quilts. A small amount was also imported from Turkey, Germany, Bulgaria and Switzerland. Nearly 5,347*l.* worth of cotton waste came from Austria.

Cotton waste.

Cotton yarns. The importation of cotton yarns during 1891 included bleached and unbleached yarns to the value of 81,512*l.*, of which our share was 54,653*l.* and Austria-Hungary's 25,722*l.* Compared with the previous year our trade in these yarns had diminished by 20,311*l.* This loss has been explained as being the result of a combination on the part of Belgrade buyers to resist the higher prices imposed by the British producers of a special yarn which had secured a temporary monopoly on the Servian market. Competing yarns not having then worked their way into general favour, the protesting purchasers were forced to abstain altogether from sending orders.

Dyed yarns were estimated at 12,956*l.*, of which 8,418*l.* came from Austria-Hungary, and 4,135*l.* from Great Britain. The small quantities of German, Italian and Swiss dyed yarns had still further decreased. Dyed yarns.

Much injury has been inflicted on our trade in yarns by the action of certain foreign competitors who have introduced what is known as the "short reeling" fraud. Their yarns, which are more coarsely spun than ours, contain, in some cases, 50,400 yards to the 5 lb. bundle instead of 67,200 yards, but, being of the same weight as the genuine article, are imposed upon the unfortunate purchaser as of full length. Under the system of "ad valorem" duties these yarns were taxed on the declarations of value made by the importers who, paying less at the customs and profiting to the extent of 16,800 yards per bundle were easily able to undersell legitimate traders. The Servian authorities are fully cognisant of these abuses, but it is considered that the remedy will be found in the application of the new Customs Tariff of the Treaty with Austria. Under this tariff goods now pay a specific duty by weight in place of the old "ad valorem" charges. Short reeling frauds.

Knitting threads and sewings were valued at 16,028*l.* distributed as follows:—Austrian, 9,354*l.*; British, 4,932*l.*; and German, 1,261*l.*; the small remainder coming from Belgium and Italy. Thread sewings.

Unbleached and undyed tissues had increased to the value of 14,751*l.*, of this, Great Britain sent for 10,699*l.* against 6,826*l.* in 1890. Austrian and German tissues, the importation of which had also increased, amounted to 4,849*l.* Trade in these tissues is virtually confined to three countries above named. Cotton tissues.

Fustians, kalmucs, and similar coarse materials were valued at 27,524*l.*, of which 19,809*l.* came from Austria-Hungary and 5,520*l.* from Germany. The latter country is improving her trade in these goods, of which Great Britain sends for under 1,000*l.* Fustians, kalmucs, &c.

Rugs, coverlets, tickings, linings and table covers were imported to the value of 10,104*l.* Nearly all these came from Austria-Hungary. Our largest item was table covers to the value of 1,282*l.* Rugs, tickings, linings, &c. British table covers.

The importation of kerchiefs and fichus amounted to 23,666*l.*; with the exception of about 500*l.* worth of neck cloths and pocket handkerchiefs, Great Britain has no share in this trade. After Austria, who supplied to the value of over 10,000*l.*, Switzerland is the chief provider of this class of goods, her sales to Servia being valued at over 8,000*l.* Imports from Germany were under 2,000*l.* Kerchiefs and fichus. Swiss goods.

Oxfords, twills, canvas, and similar bleached, dyed and striped materials form, next to yarns, the most important item of our trade. The total importation was valued at 61,990*l.* Of this, 27,739*l.* were for British goods, 20,778*l.* for Austro-Hungarian, 3,676*l.* for German, and about 2,700*l.* for Turkish and Swiss. Oxfords, twills, canvas, &c.

Cotton velvets and plushes were imported in small quantities from Austria, Great Britain and Germany, but the united total did not reach 4,000*l.* Cotton velvets and plushes.

Jaconets, mull, &c.

Jaconets, leno muslins, mull and other finer open woof tissues to the value of 7,653*l.*, nearly all came from Austria.

Gauze, lace, &c.

Gauzes, blondes, tulle and lace were also of small value, and the import is decreasing.

Hemp, flax, and other textiles.

Servia as a hemp growing country imports little raw material or yarn.

Tissues.

The total value of hemp or flax tissues came to 39,690*l.*, being an increase of over 10,000*l.*, as compared with the previous year. Our interest in these articles was barely over 4,000*l.*

Sacking.

Thick and coarse materials for woolsacks and made-up sacks were imported to the value of 7,702*l.*, of which the bulk came from Austria-Hungary. Coarse material for peasants' clothes, to the amount of 4,166*l.*, came from Austria and Italy. The importation of coarse cloth for soldiers' clothes was valued at slightly over 5,000*l.*

Coarse cloth

Jute sacks.

Jute sacking was valued at 1,342*l.*, and sacks at 10,017*l.*, our share of this trade being 1,200*l.* I am informed that certain Dundee manufacturers have at last consented to improve the stitching of their sacks, and there is therefore room to hope that we may in time recover our former position with regard to this article.

Bed-ticking, cambrics, holland, linings, cordage.

Other articles imported were: bed ticking and mattress canvas, 5,835*l.*; cambrics and holland, 740*l.*; and various materials for linings, 5,000*l.*; cordage, halters and nets, 6,188*l.*

Silk tissues.

Silk and half silk tissues were imported to the value of 13,092*l.*, and silk and half silk velvets to the value of 4,703*l.*; ribbons, open woof materials and lace, 6,561*l.*

Fancy goods.

Under the head of fancy goods are included personal ornaments, clocks, watches, turnery, cutlery, pipes, cigar and cigarette holders, toys, purses and haberdashery. The total importation had increased to 75,802*l.* Of this, Austria-Hungary sent for 55,125*l.* and Germany for 16,168*l.* The value of personal ornaments imported was estimated at 25,542*l.*, an increase of 15,534*l.* over the figures for the previous year.

Personal ornaments.

Cutlery.

The importation of cutlery is very small, though increasing. It amounted, in 1891, to a trifle over 4,000*l.*, and of this scarcely any was British.

Ready-made clothing, embroidery, and knitted goods.

Ready-made clothing, embroidery and knitted goods at 145,950*l.*, or an increase of about 40,000*l.* Of this, Austria-Hungary accounted for 129,329*l.*, Italy and Germany for over 11,000*l.*, and Great Britain for 2,222*l.* The principal articles were finer cotton and woollen clothing to the amount of 50,986*l.*, and underclothing, 13,509*l.*

Hats.

Hats of coarse felt and other common materials were valued at 5,881*l.*, and hats of superior quality at 12,638*l.* Great Britain sent a little over 1,000*l.* worth of the commoner sort, and Austria about 15,000*l.* of all kinds. Common straw hats are mostly brought from Austria and Germany, whilst Italy does a small trade in the finer goods.

Pipings, embroidery.

About 6,000*l.* worth of pipings, trimmings and embroidery were imported.

Boots and shoes and saddlery were valued at 20,160*l.* and 6,914*l.* respectively. Boots and saddlery.

Exports.

Servian exports in 1891, as shown by the following table, were valued at 2,091,193*l.*:—

Country.	Value.	
	1890.	1891.
	£	£
Austria-Hungary	1,575,880	1,825,310
America	3,198	..
Belgium	..	960
Bosnia	17,190	6,431
Bulgaria	32,306	23,021
Great Britain	8,395	218
Italy	777	14
Germany	32,456	40,071
Roumania	11,077	33,346
Russia	..	65
Turkey	133,535	140,844
France	14,109	18,668
Switzerland	3,697	2,242
Other States	..	3
Total	1,833,615	2,091,193

There was a very large increase in the amount of agricultural and garden produce exported from Servia in 1891. The total value is given as 1,004,122*l.*, the increase compared with the previous year being 265,720*l.* Agricultural and garden produce.

The export of wheat was 86,202 tons, valued at 586,176*l.*; rye, 8,492 tons, valued at 50,951*l.*; maize, 39,729 tons, valued at 163,163*l.*; barley, 7,740 tons, valued at 34,056*l.* The increased value was—wheat, 271,571*l.*; rye, 16,219*l.*; maize, 139,427*l.*; and barley, 14,278*l.* There was a falling-off of about 8,000*l.* in the value of oats exported, the total exportation of this cereal being estimated at 31,710*l.* Cereals, quantity and value exported.

The increase in the value of all cereals exported (owing to scarcity and high prices abroad) was over 430,000*l.*, and had this not been counterbalanced by a great falling-off in the export of that staple Servian article, prunes, the year 1891 would have been one of altogether remarkable prosperity. Plums, however, suffered so severely from a visitation of caterpillars that the value of exports fell from 291,960*l.* to 120,923*l.* Increase in value of all cereals exported in 1891. Failure of plums.

Cereals to the value of 751,552*l.* were exported in 1891 to Austria-Hungary, 84,212*l.* to Turkey, small quantities to Roumania and Bulgaria, and about 22,114*l.* worth of wheat and 2,232*l.* of maize to France. Cereals, where exported.

Vegetables and fruit. Rape, hay, straw, &c.

The value of vegetables, fruit (other than plums), and walnuts exported amounted to 12,802*l.*; of vetches, hempseed, rape, hay, straw, and reeds to 1,192*l.*; flour, of which France and Belgium took the greater part, to 5,842*l.*; tobacco and cigarettes to over 1,000*l.*

Returns of grain harvest for 1892.

The returns of the harvest in 1892 represent the quantity of cereals as satisfactory, but the quality as falling far below the average. According to official calculations the average yield of wheat per acre is 8 cwts. 2 qrs.; barley, 8 cwts. 5 qrs.; oats, 6 cwts. 3 qrs.; rye, 7 cwts. 3 qrs.; maize, 9 cwts. 4 qrs. 16 lbs.

The best wheat came from the Timok Valley and the neighbourhood of Schabatz and from the Morava Valley district between Jagodina and Nisch.

Rye prospers best around Jagodina, Vranja, and Pirot.

Of all cereals maize was that which yielded the best results in 1892.

Area of grain cultivation.

The superficial area* under cultivation was as follows:—

Description.	Area.
	Acres.
Wheat	637,260
Barley	214,890
Oats	180,310
Rye	185,250
Maize	963,300
Total	2,181,010

Amount cultivated

The entire production throughout the country is reckoned at—

Description.	Quantity.
	Tons.
Wheat	296,700
Barley	107,880
Oats	70,810
Rye	81,000
Maize	530,400
Total	1,086,790

Value cultivated.

The value of the whole production was—

* The area of grain cultivation is said to have increased 20 per cent. since 1891, but this estimate is probably exaggerated.

Description.	Value.
	£
Wheat	1,780,200
Barley	345,216
Oats	226,592
Rye	388,800
Maize	1,272,960
Total	4,013,768

The average price of cereals per ton franco lighter at Belgrade was— Average prices.

Description.	From—		To—	
	Sterling.	Currency.	Sterling.	Currency.
	£ s. d.	Fr. c.	£ s. d.	Fr. c.
Wheat	6 14 10	181 0	7 15 8	209 0
Rye	6 2 6	164 50	7 3 4	192 50
Barley	3 15 2	101 0	5 1 8	136 50
Maize	3 18 6	105 50	4 12 8	124 50
Oats	4 4 2	113 0	4 18 0	131 50

The following table shows the amount of cereals exported during 1892 in tons:—

Description.	Destination.			
	Hungary.	Germany viâ Passau.	Western Europe, viâ Ristovatz, Salonica.	Total.
	Tons.	Tons.	Tons.	Tons.
Wheat	70,000	6,000	14,000	90,000
Rye	4,500	2,500	2,000	9,000
Barley	3,500	1,000	..	4,500
Maize	6,500	3,500	..	10,000
Oats	3,000	500	500	4,000
Total	87,500	13,500	16,500	117,500

The small exportation of wool and hair had decreased to 3,916*l.*, there being a falling-off of over 3,000*l.* in the export of raw sheep's wool. A few carpets and rugs are sent to Turkey, but this trade is almost exclusively carried on with Austria-Hungary. Wool and hair.

The value of timber and wooden articles exported is reckoned at 54,947*l.*, a falling-off of 23,089*l.* from the figures for 1890. Timber, wood, and wooden articles.

Amongst the exports was 1,419*l.* worth of walnut-wood, and 7,206*l.* worth of building timber.

Cask staves.

Cask staves, an important article of native industry, had decreased by 19,079*l.*, the total value exported in 1891 being estimated at 40,337*l.* Of these Germany purchased for 2,621*l.*

Live stock and farm produce.

The entire amount of live stock and farm produce exported was valued at 770,209*l.*, which is an increase over the previous year's figures of more than 50,000*l.* Austria-Hungary was a purchaser to the extent of 743,451*l.*—that is to say, the live stock passed through the Steinbruck market—and Turkey, Bosnia, and Germany to the extent of 20,588*l.*, 2,942*l.*, and 1,176*l.* respectively. Exports to Germany consisted exclusively of salted and dried meat and fresh pork and bacon.

TABLE showing the Number and Value of Live Stock Exported during the Years 1890–91.

Description of Live Stock.	Number of Head.		Increase or Decrease in Number.	Value in 1891.	Increase or Decrease in Value.
	1890.	1891.			
				£	£
Bulls and oxen	57,962	52,157	− 5,805	374,857	+ 35,517
Cows	6,684	6,163	− 521	22,167	− 7,296
Buffaloes	567	1,161	+ 594	5,340	+ 2,701
Calves*	324	401	+ 77	353	+ 111
Horses	1,997	2,689	+ 692	11,444	+ 3,856
Mares	991	1,101	+ 110	4,152	+ 720
Foals	133	98	− 35	134	− 1
Mules and donkeys	47	86	+ 39	164	+ 89
Fat swine	108,789	113,970	+ 5,181	298,525	+ 26,160
Lean swine	46,797	25,035	− 21,762	19,030	− 14,312
Porkers up to 22 lbs.	249	299	+ 50	62	+ 10
Rams and ewes	53,204	57,916	+ 4,712	19,995	+ 2,165
Bucks and goats	8,736	9,638	+ 902	3,132	+ 245
Lambs and kids	3,018	3,791	+ 773	746	+ 286

* Mostly under six months.

It will be seen from the above table that there was an increase in the exportation of almost every description of live stock, with the exception of oxen, which had diminished by nearly 6,000 head. The value of the stock is, however, estimated at 35,517*l.* greater than that of the larger number exported in 1890. The average price of horned cattle, with the exception of calves, calculated from the above returns, was 6*l.* 15*s.* 3*d.* per head.

Poultry and turkeys.

The value of poultry and turkeys exported was 2,242*l.*, and of fresh and dried fish and leeches 1,566*l.* Salted and dried meats, bacon, honey, eggs, feathers, silkworms, cocoons, and guts and bladders were exported to the amount of 6,331*l.*

Provisions and drinks.

There was a decrease in the exportation of commodities classed under the head of provisions and drinks, of which the total value is reckoned at 67,815*l.* The chief items were plum marmalade, to the value of 24,340*l.* (less than half the amount exported in 1890), sausages, hams, caviare, fish roes, cheese, butter, and fruit syrup, amounting together to 11,022*l* Turkey was the chief purchaser of these latter articles, and after her Austria-Hungary and Bulgaria.

Wine. Wine was exported in the following quantities :—

Red wine in barrels, about 532,656 gallons, valued at 24,211*l.*, of which Austria-Hungary purchased for 20,098*l.*, and Germany and Switzerland for 1,756*l.* and 1,420*l.* respectively.

France, with whom trade promised two years ago to assume important proportions, has found the Servian wine unsuitable, and only purchased in 1891 to the value of 396*l.*

White wine in barrels, about 112,076 gallons, valued at 6,082*l.*

Spirits ("raki"), valued at 1,204*l.*, of which the greater part went to Turkey, who also took small quantities of beer, vinegar, and mineral waters.

Whilst the value assigned to the Servian wines exported in 1891 is nearly equal that of 1890, the quantity of red wine sold was less, there having been a decrease of 221,009 gallons; white wine, on the contrary, had increased by 110,625 gallons.

The surface of land under vineyard in 1892 was—

Description.	Area.
	Acres.
Healthy vines (about)	27,810
Attacked by phylloxera (about)	54,550
Destroyed „ „	24,599
Total	106,959

The Servian Government are arranging for the plantation of a considerable tract of ground near Nisch with healthy American vines.

The production of wine and must throughout the country was—must, 14,410,000 gallons, of which some 1,606,000 gallons were consumed unfermented; red wine, 9,702,000 gallons; white wine, 3,091,000 gallons.

472 tons of grapes were consumed in the country. The average prices were—

Articles.		Price.
		d.
Grapes (about)	Per lb. ..	$0\frac{3}{4}$
Must „	Per gallon ..	$8\frac{3}{4}$
Red wine (about)	„ ..	9
White „ „	„ ..	10

The value of the whole production was—

Articles.	Value.
	£
Grapes consumed	3,776
Must „	58,400
Red wine	406,180
White wine	134,880
Total	603,236

Minerals. Servia exported minerals to the value of 20,406*l.* Of this 18,970*l.* represented the value of coal in briquettes, of which the major portion went to Roumania, Bulgaria also taking a certain quantity. About 2,000*l.* worth of common undressed building and paving stone was exported to Austria-Hungary, and slightly over 1,000*l.* worth of coal and lignite.

Metals. The value of Servian exports in metals was 12,845*l.*, of which nearly the whole was taken by Austria-Hungary. Copper, the principal item, was valued at 9,488*l.*, besides about 2,000*l.* worth of old useless copper. Quicksilver and antimony were also exported to the value of 3,308*l.* and 860*l.*

Hides and leather. Exports of hides and leather showed a slight increase. Austria-Hungary purchased nearly the whole of the 97,597*l.* worth of raw sheep, goat and lambskins, which represents the value of the trade, Germany and France taking to the amount of 17,368*l.* and 1,610*l.* each. There was scarcely any export of larger hides.

Hemp and flax. The value of hemp and flax sent abroad was 39,124*l.* Picked hemp, of which Turkey was the chief purchaser, amounted to 4,635*l.*; cordage, halters, and other ropework to 34,334*l.*, there being a decrease of 6,000*l.* in the latter articles, of which Turkey purchased for 17,966*l.*, Bulgaria for 12,153*l.*, and Austria and Bosnia for 4,137*l.*

Transit.

The value of the transit trade through Servia in 1891 was estimated at 734,715*l.*, an increase of 178,487*l.* over that of the previous year. The direction of this trade is as follows:—

From—	To—	Value.
		£
Austria-Hungary	Bulgaria	439,308
„	Turkey	150,038
Roumania	„	2
Bulgaria	Austria	27,700
„	Turkey	11,525
„	Other States	96
Turkey	Austria-Hungary ..	11,519
„	Bulgaria	8,785
„	Roumania	988
„	Other States	12,170
Other States	Bulgaria	62,492
„	Turkey	10,092
Total	..	734,715

The percentage of customs receipts at Vranja, which represents the trade from and to the south viâ Salonica, was 1·68 of the whole, showing the slight increase of ·43.

Mineral resources.

The straitened financial circumstances of the country have hitherto debarred the Servian Government from applying to the development of its mineral resources the labour and attention which their importance demands, both from the point of view of the general interests of the country as well as from a regard to the responsibilities which the Government has taken upon itself in reserving to the State the exploitation of a number of what are considered to be the largest and richest groups of mines in Servia. There can be little doubt that when sufficient money can be expended on the necessary works in connection with some of these mines, the returns will be amply remunerative. In the meantime, although adequate funds have been lacking, proof exists that the country is growing keenly alive to its interests in the mining department, and is anxious, if it cannot at once devote unlimited means of its own to the task of development, to insure that foreign capitalists to whom mining concessions may be granted shall undertake bonâ fide work, and not use their privileges as an opportunity for speculation pure and simple. The history of several of the best known mines is a long record of loss, for which incapacity or a reckless spirit of gambling is mainly responsible.

It is, for instance, calculated that between the years 1847 and 1858 no less than 240,000*l.* were expended on the Maidanpek mine in addition to the value of forced labour, which is estimated at another 120,000*l.*, the results for all this outlay being nil.

Belgrade laboratory.

In 1891 the Servian Government obtained from the Skupshtina a vote of 760*l.* for the establishment of a complete mineral and chemical laboratory at Belgrade. A mining chemist was appointed in the month of May of that year, and suitable accommodation found for experimental furnaces in the basement of the Department of Mines, and for a laboratory, provided with apparatus for dry and fluid analysis, in the upper story of the same building. Work was commenced at this laboratory in the last quarter of 1891, when an analysis of soil was undertaken, with a view to studying the agricultural requirements and capabilities of the country.

State mines.

There are at present six large groups of mines under State management:—

Maidanpek copper mine.

I. That of Maidanpek, which was known to the ancient Romans, and whose varying fortunes have been touched upon in a previous paragraph of this report. British and French companies have turned their attention to this mine with equal ill-success. Servian efforts have hitherto been confined to the extraction of copper only, with such small quantities of iron as may have been required for the arsenal at Kragujevatz. A new manager has lately been appointed, and it is officially stated that the prospects of the undertaking are so favourable as to warrant the belief that a new era of hope has dawned for the mine.

Senié coal mine.

II. The coal mine at Senié was discovered in 1853, and a small supply of coal sent the following year to Kragujevatz. As far as was known at the date of the last official report the coal area covers a tract of country 30 kiloms. long by 12 broad. The mineral is described as excellent and abundant, and as making good coke.

Senié railway line.

The mine has been placed, at a cost of over 40,000*l.*, in connection with the main Servian railway line at Tchupria (to the north-east of which it lies), by a line of rail between 20 and 30 kiloms. in length. After encountering many impediments from the ill will of the peasants, who showed themselves unfriendly to the opening up of the mine, and from the difficulties of the road, which is described as the steepest in Servia, arrangements have been made for the output of coal in sufficient quantities, not only for the supply of the State Railway, but also for private consumption. As a large proportion of the coal hitherto employed on the railway has been purchased abroad the development of this mine should prove a source of considerable saving to the country.

The line to Senié was furnished, on its opening in December last year, with two locomotives and 40 small trucks. Coal is sold at three prices :—

Description.	Price per Ton.
	Francs.
Best coal	12
Nuts	10
Slack	5

The price per waggon delivered at Belgrade is quoted at 154 fr. 60 c., and at Nisch 140 fr. 30 c.

Kosmaj lead mines.

III. The lead and silver mines at Kosmaj show the existence of very extensive remains of Roman and Austrian works. Owing to the rude conditions under which the ore was then extracted, rich quantities of mineral still remain in the débris which was cast aside after smelting. The Servian Government in 1877 offered this ore for sale to certain capitalists, but were unable to grant the conditions demanded by the latter. The enterprise was subsequently taken over by a private company, but owing partly to the difficulties of transport caused by the badness of the roads was shortly abandoned. Some two or three years ago the Skupshtina voted a sum of 3,200*l.* for explorations in these mines.

Alexar coal mine.

IV. The Alexar coal mine is situated at a distance of about 6 kiloms. from Brza Palanka. Some 600*l.* have been expended on experimental cuttings, and the prospects of the mine are said to be favourable. A good road to the Danube will, however, be essential to its successful development.

Podrina antimony and lead mines.

V. The Podrina mines of antimony, lead, zinc, and lithographic stone have hitherto been undeveloped for want of means.

In 1891 a sum of 4,512*l.* was spent upon them, and lead ore was extracted to the value of 3,500*l.* It is estimated that the proper development of these mines will necessitate an expenditure of 22,000*l.* Calculations of the work done in 1891 showed, at the current prices, a profit of nearly 5,000*l.* on the mineral sold and remaining on hand.

VI. The coal mine of Misach is now being explored. Misach coal mine.

The amount of coal extracted from the various Government and private mines in 1891 was as follows :— Total amount of coal extracted from Servian mines in 1891.

Name of Mine.	Quantity.	
	Tons.	cwts.
Tchelijé	790	0
Senié	58,769	18
Sisevatz Vrchitch	730	0
Kraljevatz	3,900	0
Jelashnitza	167	10
Podvis..	100	3
Dobra Sretcha	214	17
Vrska Chuka	20,434	0
Dobranski Rudnik	10,000	0
Kostolatz	1,852	3
Alexander	3,000	0
Jeklov Rudnik	54	16
Kamenatz	250	0
Total	100,263	7

The above statement is of interest as showing how almost complete an absence there is in Servia of industries requiring the aid of steam power, as well as of the slowness with which the country is availing itself of its large native supplies of coal as an economical fuel for domestic purposes. The peasants have, as a rule, no stoves adapted to the consumption of coal, and the iron stoves in vogue in the towns are ill fitted for the purpose. The coal or lignite has hitherto been chiefly taken from the surface of the mines, and, when not quite worthless, often emits an unpleasant odour during combustion. The high price of firewood and its increasing scarceness in Servia must, however, press forward the inevitable adoption of the cheaper fuel.

Amongst the coal mines worked by companies or private capitalists the best known, perhaps, is that of Vrska Chuka, of which mention has been made in former reports on Servia. This property is in the hands of the Servian Industrial Company of Brussels. It covers an area of 262 mining fields (26,200,000 square metres). In 1891 the company extracted 20,434 tons of coal, and manufactured 20,293 tons of briquettes. These are chiefly used on the Lower Danube, where much difficulty is experienced in competing with English coal, which is better and cheaper. The number of boats at the disposal of the company is said to be insufficient for the transport of their output. Private coal mines. Vrska Chuka coal mines. Briquettes.

The Dobra Sretcha mine, with an area of 10 mining fields, Dobra Sretcha mine.

is the property of Mr. Stephen Sibinovitch, of Knajevatz. The barracks and forges of Knajevatz consume small quantities of this coal, which is also sold at Nisch and Kragujevatz. The mine is within a few kilometres of the main road.

Oil shales.

The mineral is easily separated by hand from a very rich oil shale, with which it is found combined, and which apparently contains great reserves of wealth for future development.

Podvis coal mines.

The Podvis mine is, like the former, situated near Knajevatz, and consists of 24 mining-fields. The proprietor is Mr. Michael Dgeordgevitch. Two galleries were cut into this mine in 1890 to a total length of 750 metres. The coal is sold at 1 fr. 50 c. per 100 kilos. This property is also very rich in unworked oil shale.

Prospects of Timok coal mines.

Like all the mines (and there would seem to be many) situated in the Timok Valley its fortune hangs upon the eventual construction of a line of railway from the Danube to Nisch, or to some other point of junction with the Servian main line.

Kamenatz lignite mine.

The Kamenatz lignite mine of 1,100,000 square metres belongs to Messrs. Baillon and Sons.

Alexander lignite mine.

The Alexander lignite mine of 10,200,000 square metres is worked by the Pojarevatz Shareholders Company, who have a capital of 2,880*l.* (72,000 fr.). This mine is situated at a distance of only 3 kiloms. from the Danube.

Kraljevatz shale.

The Kraljevatz mine, belonging to Mr. Apel, of Alexinatz, and Dr. Djoka Dimitrijevitch, of Belgrade, is very rich in oil shale, and has been the object of attention on the part of British capitalists, to whom a concession for the extraction of paraffin was granted. The enterprise, however, was not prosecuted, and the concession lapsed. The mine is at a short distance from the town of Alexinatz, and within easy reach of the main railway line.

Abandoned British enterprise.

Kostolatz lignite mine.

The Kostolatz lignite mine belongs to Mr. George Weifert, the well-known brewer of Belgrade, and Governor of the National Bank of Servia. It covers an area of 4,100,000 square metres, and lies close to the Danube, where a quay has been constructed for the shipping of the mineral direct from the mining waggons. The buildings attached to this mine are of solid construction, and shelter a working colony of 44 men and 34 women, besides 58 children, for whom a school has been erected.

Working colony.

Sisevatz-Vrchitch mine.

The Sisevatz-Vrchitch mine, Messrs. B. Boshkovitch and Company, of Paratchin, has an extent of 5,700,000 square metres. No deep explorations had been made in this mine as late as 1890, preliminary surface work only having been undertaken. The coal is described as of fairly good quality. The mine is situated close to the main road, and could easily be placed in connection with the new Senié Railway by a short line of from 5 to 6 kiloms.

Sikolé and Jeklov mines.

The Sikolé mine, of 1,000,000 square metres, and the Jeklov, of 4,900,000 square metres, are both in the hands of Belgrade concessionaires. The coal is of the tertiary formation.

Dobranski mine.

The Dobranski mine of 7,500,000 square metres was taken

over by Mr. Ozerovitch, of Belgrade, in 1887. The coal is of the lias formation. The property lies on the Danube, opposite the Hungarian mine at Drenka. This coal is of so friable a nature that it will be necessary, for commercial purposes, to manufacture it into briquettes. Experiments in this direction have already been made.

Total area of private mines.

The total area of private coal mines in Servia in 1891 was 96,400,000 square metres, *i.e.*, 964 mining-fields; 876 workmen were employed in coal mining, and 600 workmen in other mines, in all 1,476 miners. The total sum expended during that period on the different State and privates mines was 7,320*l.*

Number of Servian mines in 1891.

Sum expended on mining in 1891.

Industries.

Concession for silk factory.

A concession has been granted to M. Erasmus Maria, an Italian subject, for the establishment of a silk factory in Servia. The duration of the concession is fixed at 15 years, and the chief conditions are that none but Servian workmen shall be employed, and that the concessionaire shall, within 2 years, erect, at least one efficient silk factory, where silkworms shall be reared, and the art of practical silk-making taught. The concessionaire is also bound to distribute, gratuitously, to the peasants, a sufficient number of silkworms' eggs per annum, and to purchase his materials at reduced prices in the country, these prices to be settled by a Government commission of three members. The chief factory is to be built as soon as the yearly production of cocoons shall have reached the amount of 60,000 kilos. A tax of 3 cents per kilo. is to be levied by the State on the cocoons.

Concession for paper manufactory.

A new concession for the manufactory of paper was given to Messrs. Kosta Mihailovitch and Kosta Jovanovitch and Company of Kragujevatz, but the enterprise fell through from want of the necessary capital. Efforts were made to raise the required funds in Russia, failing which equally fruitless attempts were made to persuade a "non-Slav" syndicate to adopt the scheme.

Pirot carpets.

The company founded for the development of the carpet industry at Pirot had, in 1891, only succeeded in disposing of 973 shares, which was insufficient to ensure the commencement of work. This industry, of which so much is thought in Servia, is apparently in a very sluggish condition, for complaints are made at Belgrade that orders given remain unattended to for more than 6 months. This is certainly not owing to the productive powers of the Pirot industrials being overtaxed.

Paratchin cloth factory.

The Paratchin Cloth Factory, which turns out good material, has hitherto been unable or unwilling to lower its prices, so as to enable its products to triumph against Austro-Hungarian competition. This may be partly owing to the fact that its maintenance, up to a certain degree, is assured by Government contracts for the supply of military clothing.

War Office report on Paratchin factory.

A War Office Commission was appointed to inquire into its organisation and capacity, and reported that the factory was furnished with new machinery and modern appliances, and was one of the best equipped in Central Europe.

Wool employed at factory.

Comparatively little Servian wool is used at Paratchin, owing to its thickness and stiffness, which render it (except in the

case of some of the Pirot wool, which is said to be excellent) unsuitable for manufacturing purposes. A mixture of Hungarian and Servian wool is said to make first-rate cloth. The factory uses every year—

Description.	Quantity.
	Kilos.
Servian wool	140,000 to 180,000
Roumanian wool	138,000
Hungarian „	60,000 to 80,000
Russian „	3,500
Australian „	3,000 to 5,000
Total	344,500 to 406,500

Output of cloth per kilo. of wool.

The 400,000 kilos. of raw wool make about 250,000 metres of cloth. From 60,000 to 84,000 metres of military cloth can be produced in the year.

With its numerous privileges the factory should make a much better show than it does against foreign competition.

Tailoring union at Belgrade.

In connection with the manufacture of cloth it may here be mentioned that the trade union of Belgrade has opened a workshop at the capital, where Servian material is made up into wearing apparel.

Soukno, or native homespun.

Of native homespun, or "soukno," the best is said to be made at Knajevatz, where it is known by the local name of shaïak. The price ranges from 2 fr. to $2\frac{1}{2}$ fr. (dinars) per metre. Superior as is its quality, the sale of the cloth outside the district of Knajevatz does not appear to have exceeded from 300 to 400 metres per annum. It is, in fact, a limited domestic industry, each family manufacturing little more than is required for its own consumption, and selling only the surplus material, which is also the worst in quality. The industry is almost entirely confined to the town of Knajevatz, the surrounding villages making next to none. The total yearly surplus unconsumed by the makers is reckoned at 3,000 metres.

A limited domestic industry.

Causes of limitations.

The reasons assigned by the "Commercial Gazette" ("Trgovinski Glasnik"), from which these particulars are drawn, for the non-development of the industry, are the narrowness of the material, which does not exceed 60 centimetres, and the fact that it does not join well; also the want of good presses, combined with the disadvantage that such small portions of the material as are made expressly for sale, are the work of the poorest inhabitants, who can only afford to employ the cheapest and inferior wool.

New State monopolies.

Attention has more than once been drawn to the tendency of successive Governments in Servia to encourage monopolies. Four new ones are now in contemplation, in addition to those of salt and tobacco. These will be established by law before this

report is in print. The articles chosen are petroleum, matches, cigarette paper, and alcohol.

Matches.

A factory for matches already exists in Belgrade, but owing to the competition of Austrian cheap matches, which the country generally prefers to the better but more expensive productions of the Belgian concessionaire, the output had rapidly exceeded the demand, and the factory had to suspend work, pending the disposal of its overabundant stock.

Council of Economy.

A permanent committee has been appointed at the Ministry of Commerce and Agriculture to deliberate and advise upon all questions connected with the elaboration and application of economic laws in Servia, or in relation to institutions interested in the advancement of Servian industry or commerce, as well as upon all information or proposals of an economic nature which may be submitted to the Ministry of Commerce by companies, trades unions or individuals. The Minister of Commerce presides at the sittings of this committee or council which is composed of 15 honorary members appointed by Royal Warrant for 3 years on the nomination of the Minister. The council may itself put forward any proposal which it may consider conducive to the economic interest of the country.

New law on foreign insurance companies.

An important law affecting the status of foreign insurance companies in Servia was promulgated in April, 1892. Under its provisions, all foreign companies carrying on business in Servia are required to register their firms and agents, and to hold real unencumbered property in Belgrade of the value of from 6,000*l.* to 8,000*l.* They are also required to deposit with the Servian Government a sum of 4,000*l.* in gold or Servian state paper as guarantee. This sum is liable to be impounded in case of infringements of the law, and may be had recourse to by litigants who succeed in obtaining a judgment of the courts in their favour on claims against the company. The amounts paid out of the guarantee to the claimants must at once be replaced by the companies. The latter receive 3 per cent. interest on deposits made in cash, so long as they continue to do business in Servia. Each company has also to lodge as extra security one-fifth of the premiums taken by it during the year. The application of this law has so far been modified, that the companies are allowed to deposit a sum of 6,000*l.* with the Government in lieu of purchasing real property.

New commercial treaties.

The various commercial treaties between Servia and foreign States having either expired or being on the point of expiring, new ones have been or will be negotiated. Austria-Hungary and Germany have signed treaties to which their own tariffs are attached, and these tariffs form the basis on which the goods of nations which, like Great Britain and France, content themselves with the most-favoured-nation clause, will be taxed.

New British treaty.

Our new definitive treaty with Servia was signed at Belgrade on July 10, and secures to British subjects, ships, and goods the treatment of the most-favoured-nation until December 31, 1903. The Austro-Servian Treaty substituting specific duties by weight

for the old "ad valorem" dues came into force on July 13. The German Treaty is awaiting the sanction of the Reichstag, but meanwhile, German goods are accorded most-favoured-nation treatment under the terms of a provisional agreement concluded to that effect with Servia.

Belgrade improvements.

Water supply.

In July, 1892, Belgrade was provided with a supply of water from a spring known as the "Bela Voda" or "white water" situated about 8 kiloms. from the capital, and close to the extensive marshes of Makish, whose waters are said to be prevented from mixing with that of the springs by the intervention of a stratum of impenetrable clay. Five wells have been sunk to a depth of from 20 metres to 25 metres, and have been cemented and provided with fine strainers. These wells lead into a main tank from which the water is pumped through pipes into the reservoirs of Belgrade. The reserve supply of water at command is said to amount to 75 per cent., and the pumps are arranged to give a pressure of from 15 to 20 atmospheres, from 7 to 8 atmospheres being all that is at present necessary to force the water into the Vrachar reservoir which stands at a height of about 80 metres. The pumps can be worked for 20 and even 22 hours out of the 24, and can supply 300,000 litres per hour, so as to fill the reservoir in 5 hours.

Repair of old conduits.

Street hydrants.

In addition to the construction of the new waterworks, the old conduits have been repaired, and hydrants have been placed in the streets of the town at intervals of 150 metres. Experience has, however, proved that the pressure from these hydrants is too great to allow of their being used to water the streets, as the rush of water carries away the sand in which the blocks of paving stone are embedded.

Tramways.

Three important lines of tramway have been constructed, of which the first was opened on October 9, 1892. The concession for these is in the hands of the Franco-Servian Town Improvements Company, who are to enjoy the profits of the working for 45 years, after which the tramways are to be taken over and worked by the municipality.

Electric lighting.

The same company has lighted a part of the capital with electricity, whilst the concession for electrically lighting private residences has been given to Messrs. Ganz and Co.

The street paving is still incomplete, and is proceeding very slowly owing to the want of funds, but some improvement in this direction will be effected before the winter.

Estimated cost of Belgrade improvements.

A Special Commission, appointed in 1890, drew up a report on the cost of the improvements which it was considered necessary or desirable to undertake in Belgrade. Their estimate, reckoning the 1*l.* at 25 fr., was as follows:—

Description.	Capital.	Interest per Annum.
	£	£
Schools	36,000	2,880
Slaughterhouses..	24,000	1,920
Water supply	80,000	6,400
Drainage..	120,000	9,600
Quays	40,000	3,200
Entrepôt..	20,000	1,600
Paving	80,000	6,400
Total	400,000	32,000

Putting on one side the water, drains, quays, and slaughter-houses which would be self-supporting, the yearly interest on the capital expended would be 9,280*l.*, from which, however, 1,260*l.* should be still further deducted as the amount of rental at present paid by the municipality for the buildings occupied by the primary schools. This would bring the interest down to 8,020*l.* The revenue required to meet this would be derived from paving rates, taxes on swine's flesh, and octroi dues.

Provisional loan from National Bank.

In order to assist the municipality to carry out their various plans, the National Bank of Servia granted in 1892 a temporary 6 per cent. loan of 92,000*l.*, on account of the loan of 400,000*l.* which the town is authorised to raise. The town pledged to the bank as security for this advance the revenue derived from the consumption duties, to be paid over weekly. The debt was to be discharged by bills at 3 months' bearing, besides the signature of the municipality, those of the Institut de Crédit and the Caisse d'Epargne et de Secours Mutuel of Belgrade, who receive 1 per cent. of the 6 per cent. interest on the loan.

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SIAM.

REPORT FOR THE YEAR 1892

ON THE

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REFERENCE TO PREVIOUS REPORTS, Annual Series Nos. 1087 and 1089.

Presented to both Houses of Parliament by Command of Her Majesty, JULY, 1893.

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SIAM.

BANGKOK.

Consul-General Jones to the Earl of Rosebery.

My Lord, *Bangkok, May* 24, 1893.

I HAVE the honour to transmit herewith enclosed the Annual Report on the Trade of Bangkok and Chiengmai, the former drawn up by Mr. J. S. Black, Acting Vice-Consul at Bangkok, and the latter by Mr. C. E. W. Stringer, Acting Vice-Consul at Chiengmai.

I have, &c.
(Signed) HENRY M. JONES.

Report on the Trade of Bangkok for the Year 1892.

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Shipping.

Shipping of 1892 decreased by 10 per cent.

Compared with 1891 the total tonnage cleared and entered at the port of Bangkok during the year 1892 has decreased about 10 per cent., and with 1890 about 47 per cent.

The shipping return is of course simply an index of the general condition of the trade of the country, and as the rice crop of 1892 was unusually small there was little export trade. For the same reason the imports were less, as there was not the usual amount of money in the country to spend on articles of foreign manufacture.

British shipping 87 per cent. of tonnage. German 7 per cent.

British shipping which is represented by 87 per cent. of the whole carrying trade has fallen off less than that of other nationalities, having decreased by 5 per cent. only. Next in importance is Germany with 7 per cent. of the total tonnage.

British shipping 93 per cent. of value of cargoes.

As regards the value of cargoes, the statistics are even more favourable to Great Britain. Of the total import of 1,295,964*l*., 93 per cent. of this (1,204,402*l*. in value) was landed from British vessels, and the same vessels left the port with 85 per cent. of the exports. Germany comes second with 2 per cent. of the imports and 8 per cent. of the exports. The other eight nationalities set forth in Annex A divide the small remainder between them.

British shipping interests greater than actual statistics show.

The percentage of shipping interests of Great Britain is higher than is declared by the actual statistics. One of the vessels classified as Dutch is in reality British, as it belongs to Holt's line of steamers, and was temporarily taken over from the Java trade to run between Bangkok and Singapore during the latter part of the year.

Disadvantage of British firms chartering foreign vessels.

Part of the junk trade is British, and several of the vessels flying foreign flags were chartered by British firms and engaged wholly in British trade. Their only recommendation is their cheapness, but, on the other hand, British shippers here have found to their cost more than once during the past year the disadvantage of having to submit to laws of foreign countries in cases of difficulty.

Junk trade.

A considerable number of junks trade with Bangkok. The value of cargoes imported amounted to 27,819*l*., and the exports to 22,938*l*., or about 2 per cent. of the trade. They ply between Bangkok and Hong-Kong, various Chinese ports, and the coasts of the Gulf of Siam. They are crazy little vessels of cumbrous antiquated shape, mat sails, and decayed rigging, and yet survive the storms of the dangerous Chinese seas in a remarkable manner.

French shipping interests small.

The French Colonial Government still keeps a steamer running monthly between Saigon and Bangkok at a considerable loss. The total value of the cargoes imported and exported by it during the year 1892 amounted to 7,946*l*. or ·03 per cent. only of the whole trade. Such small results, after years of perseverance, seem certainly discouraging.

Imports.

The total value of imports at the port of Bangkok as declared at the custom-house for the year 1892 was 9,425,192 dol. equivalent to 1,295,964*l.* at 2*s.* 9*d.* per dol., the average rate of exchange for the year. The imports for 1891 were valued at 9,220,889 dol., or at 3*s.* 1½*d.* per dol., the rate of exchange for that year, equivalent to 1,440,673*l.* There is thus a decrease in the actual sterling value of imports, and the slight increase of dollar value is not significant of a greater volume of trade, but is due to a more vigilant and accurate system of inspection and valuation carried out by an official of the British customs who is now in the Siamese service. The customs authorities are now estimating goods at their proper value, an important part of their duty, which in former years was left more to the conscience of the importer than was just to the revenue.

Total imports 1,295,964*l.*, decrease of 144,709*l.*

More accurate system of valuation by customs authorities.

The nature of this important branch of imports comprising all kinds of piece-goods for clothing and miscellaneous use has been often discussed in former reports, and need not be enlarged upon this year. The sale of these goods has suffered from the general depression prevailing during the year, and a further shrinking has resulted from the effect of the Siamese Bankruptcy Act to which reference is made under the heading of "General Remarks." The total value imported amounted to 292,601*l.*, a decrease of 8 per cent. in comparison with 1891.

Cotton manufactures 292,601*l.*, decrease of 8 per cent.

Kerosene now ranks amongst the principal imports into Bangkok, and its use is yearly becoming more universal. In spite of the difficulty of transport to the interior which greatly enhances its value, it penetrates to distant parts of the country, and is gradually superseding the use of cocoanut and pea oils. The import of 1892 has fallen off in sympathy with the hard times, the amount for 1891 being 61,239*l.*, and in 1892 50,001*l.* The decrease in quantity was 708,970 gallons. Kerosene, like every other branch of industry in Siam, depends on the prosperity of the rice crop. The native boats which come from all parts of the extensive delta of the Menam with rice for sale to the mill-owners, generally take back with them as a safe speculation a cargo of kerosene. In a bad year like that of 1892 fewer boats set out for the capital, and consequently the sale of kerosene was diminished.

Kerosene 50,001*l.*, decrease of 708,970 gallons.

The sale of kerosene depends on the rice crop.

The import trade in oil is almost entirely in the hands of two firms here, one British and the other German. The competition between the two is very keen, and has recently led to the reduction of kerosene to the lowest possible prices, a result which must tend rather to the cheap enlightenment of Siam, than to the profit of the importers. The competition in 1892 reached a more interesting phase, as it practically resolved itself into a struggle between case-oil and bulk-oil. The only oils that find a sale in Bangkok are Anchor brand (Russian), Devoe's and Stella (American). Before the introduction of bulk-oil, the average

Is in the hands of two firms—one British and one German.

Struggle between case-oil and bulk-oil.

monthly sales were of Anchor brand, 13,000 cases; of Devoe's, 6,000 cases; of Stella, 1,000 cases.

Bulk-oil sold by the German firm. Tanks erected to hold 3,000 tons of bulk-oil.

The agency for the sale of bulk-oil was accepted from Messrs. Samuels and Co., London, by the German firm, and two capacious circular tanks to contain each 1,500 tons were erected on the bank of the Menam, about 3 miles below Bangkok. After some preliminary difficulties caused by the subsidence of the soft soil were successfully overcome, the first consignment of bulk-oil was received in September. Altogether, 875,000 gallons were discharged in two trips of the tank steamer, and a large consignment of steel drums, of sizes varying from 5 gallons to 50 gallons, was imported for distribution to buyers.

Russian Anchor brand.

The Russian Anchor brand, as shown above, has had hitherto the principal sale, and as the bulk-oil was exactly the same oil, and was to be sold at nearly half the price, it was confidently expected that there would be an immediate revolution in the kerosene trade, and that bulk-oil would drive case-oil entirely out of the market. However, these expectations have not been realised, and the native still buys case-oil at a dearer rate than the same oil in drums.

Steel drums for bulk-oil found inconvenient.

It would seem that the steel drums are chiefly to account for this. They are too heavy and awkward for conveyance in small boats, and the initial cost varying from $1\frac{1}{4}$ ticals (2*s.* 1*d.*) for 5 gallons to $10\frac{3}{4}$ ticals (17*s.* 11*d.*) for 50 gallons is another obstacle to native buyers.

It is difficult to persuade them that by having their drum refilled 3 or 4 times, they would be more than reimbursed for the initial cost out of the difference in price. Finding the bulk-oil going off slowly, the German firm had actually to import a cargo of case-oil to supply their ordinary customers, but they have now invested in tin-making plant at a cost of 300*l.*, and intend to have the bulk-oil filled into tins. The cost price of these tins will probably be much about the same as those manufactured in Russia.

Advantages of bulk-oil.

The drums being found practically useless, the only advantages which bulk-oil possesses over case-oil are reduced freight and celerity of discharge. The freight is at least one-fourth less, and bulk-oil can be discharged at the rate of 400,000 gallons per day, and case-oil 60,000 gallons.

Disadvantages attending sale of bulk-oil.

On the other hand has to be taken into account the conservatism of oriental buyers here. They are accustomed to the Anchor brand, they know what they are getting, and are loath to change it for another. They also smile at the idea that the cheaper bulk-oil can really be the same oil as the more expensive case-oil.

Another drawback is that the locally made tins will have no brand, or, at least, an unknown one, which will make the native suspicious. More importance is attached to a brand, and even to a handle than one would suppose. Stella oil, for instance, has suffered simply because some years ago a very inferior oil was sold in tins with iron wire handles, resembling those in which Stella oil is sold.

Thus the bulk-oil is far from taking the market by storm, though there is little doubt but that in the long run cheapness, were it a few cents a case, will win the day. The cheaper bulk-oil will in the long run succeed.

The price of the Russian has been gradually reduced until it is now (May, 1893) 2·40 ticals (4*s.* 4½*d.*) for a case holding 10 gallons, whilst the same quantity of bulk-oil is sold at 2·16 ticals (3*s.* 9*d.*) to buyers who bring their own drums. Difference in price of case-oil and bulk-oil.

Opium.

The import of opium during 1892 was 500 chests, valued at 35,406*l.*, and in 1891, 1,200 chests, valued at 88,000*l.*, a decrease which is apparent only. The actual consumption during the two years has been about the same, between 800 and 900 chests, but a larger quantity than was necessary was purchased in 1891, as the price was low. Opium, 35,406*l.*

Opium is, of course, chiefly consumed by Chinese in Siam. The Siamese regard the habit as extremely vicious, and it is rare amongst the upper and middle classes. The "roughs," however, who hang about the opium dens of Bangkok become a willing prey to the allurements of this fascinating narcotic. Chiefly consumed by Chinese.

Other Staple Imports.

The other staple imports of Bangkok vary in comparison with 1891. Some have increased, others decreased. Hardware and cutlery shows a striking increase of 49,996*l.*, but this is due to the unusual importations of rolling stock, &c., for the Bangkok-Korat and Bangkok-Paknam Railways, part of which comes under the item of hardware, and part under machinery. Other staple imports. Hardware and cutlery.

Silk goods, cotton yarn, crockery, and glassware have all decreased. Silks, cotton yarn, crockery, and glassware.

Sugar has gone up from 3,747 tons to 4,995 tons, and jewellery has slightly increased. Sugar.

As pretty nearly everybody in Siam of the age of four years and upwards smokes cigarettes, the consumption of matches is considerable, though the old flint and tinder are still to be found in out-of-the-way places. The import in 1892 was 11,972 cases, equivalent to 86,198,400 boxes, an increase of 1,815 cases on 1891. Matches.

The Japanese match is now unrivalled in the market for cheapness and quality, and has quite driven out the Swedish match—itself a marvel of cheapness. Ten boxes of matches may now be bought in Bangkok for 3 alts (1*d.*). English matches are unknown here, and the trade is almost entirely in the hands of Chinese. Japanese match unrivalled.

The consumption of matches may have been greater than it would otherwise have been on account of a curious mania for collecting match labels, which was prevalent for some time recently amongst the upper classes of Siamese, but which, like other crazes, has had its day. Match labels were even made a means of Curious mania for collecting match labels.

exciting the gambling spirit so innate in the Indo-Chinese character. Guests at evening parties bringing with them their collection of labels ventured large sums on the wager that the labels held by them were unique, and that nothing similar could be shown by anyone present.

Miscellaneous articles, 413,601*l.*

The value of miscellaneous articles too insignificant in value intrinsically to deserve individual notice amount collectively to one-third of the whole imports. The return issued by the customs authorities shows a list of 89 separate imports, of which the 89th is itself termed "other goods." Thus the requirements of the people here for the products of other and more civilised countries are varied enough, but satisfied with small amounts.

Many of the imports are for Chinese.

The wants of the Chinese are responsible for a large proportion of the imports, for though the Chinaman settles down more permanently in Siam than he does in any other country, takes to himself a wife or wives, and has often conferred upon him the rank and dignity of a Siamese official, yet he does not become wholly Siamese. He still longs after the productions of his own country in the matter of diet and clothing. For this reason the imports were swelled by the item of salt garlic to the amount of 16,143*l.*, brought from Hong-Kong and Swatow, and by vermicelli—a species of rice-flour—to the amount of 5,194*l.* from North China, both for the purpose of varying the frugal fare of the hard-working Chinaman. For his enjoyment also were imported coloured silk trousers of the value of 2,137*l.* made loose and cool to suit this tropical climate, and fireworks of a particularly snappy, ear-piercing description, to the amount of 5,508*l.*

Chinese import articles of diet and clothing.

Salt garlic.

Chinese vermicelli.

Silk trousers.

Fireworks.

Local manufacture of fireworks.

The Siamese likewise delight in fireworks, and large quantities of different varieties are locally manufactured. One kind is made of hollow bamboo, and is so constructed as to make a squealing sound like the trumpeting of an elephant. Another kind is made for river ceremonies, and floats and splutters about in the water. Fireworks are special features of cremations and all Siamese functions, and the introduction of European pyrotechnics would doubtless be hailed with pleasure.

Joss sticks and joss paper, 6,946*l.*

The Chinaman does not forget his religion in a foreign country, as the import of joss sticks and joss paper can testify. The word "joss," it need hardly be explained, is "pidgin" English for a Chinese idol or god. Joss sticks are small scented tapers of sandal wood and oil, and the burning of these along with joss paper is a prominent feature of all religious ceremonies.

Liquor.

Liquor was imported to the amount of 17,560*l.* Of this samshu, or Chinese spirit, amounted to 2,767*l.*, and the remainder was divided between wine, beer, and spirits in almost equal proportions. The Siamese are naturally abstemious, and do not care to indulge in foreign spirits, so that this liquor, with the exception of some very inferior stuff used in the city grogshops, is imported for the consumption of the foreign residents of Siam, who number between 500 and 600. By the recent Siamese Excise Law a duty varying from 5 to 25 per cent. is imposed on liquors.

The members of the various Consulates and the French Missionaries enjoy the privilege of having their liquors free of duty, and the amount thus imported in 1892 was 1,077*l.*

Hats and shoes.

The use of European hats and shoes—articles of luxury to a Siamese—is increasing in the capital. In 1891 the import was 8,796*l.*, and in 1892 it was augmented to 11,320*l.*

Straw and round felt hats are in demand in Bangkok, and shoes, which are now generally worn by the better classes of Siamese, are mostly of London make. The Chinese, of course, wear shoes imported from China, whilst a large variety of hats are locally made of rice, straw, and different kinds of leaves and wood-fibre.

Umbrellas.

The use of the umbrella is confined to Bangkok and the larger towns, as the Siamese peasant is perfectly indifferent to the fierce sun and heavy rains of this climate. The only umbrellas manufactured in the country are those which are used by the nobility and officials as symbols of rank and position. They are made of cloth, varnished sometimes, and gold and tinsel. A large quantity of Chinese umbrellas—of bamboo and varnished paper—equally useful in sun and rain, are imported from Hong-Kong. They are very cheap, ranging from 10*d.* upwards.

Official umbrellas manufactured locally.

Japanese umbrella supplanting European.

Umbrellas of European make are rapidly giving place to Japanese, which is not surprising considering that a good Japanese silk umbrella may be bought in Bangkok for the modest sum of 5*s.* 10*d.* The total import of umbrellas amounted to 7,776*l.*

Medicine.

Medicine appears in the returns to the amount of 8,701*l.* A good proportion of it is peculiar Chinese medicine. The Siamese have no particular faith in foreign medicines, much preferring their own prescriptions, which are wonderful in combination and often drastic in their effects. The advantages of quinine are, however, generally known, and it can be purchased all over the country.

Quinine.

Castor-oil.

The separate item of castor-oil, for the large sum of 3,545*l.*, would appear to contradict the remark that foreign medicine is not appreciated in this country; but patent medicine vendors need not, on the strength of the item, regard Siam as a promising field for their wares, as castor-oil is only used for lubricating the machinery of the 30 odd steam rice-mills in Bangkok.

Exports.

Exports: Decrease, 310,267*l.*

The total exports for 1892 amount to 1,386,560*l.*, in comparison with 1,696,827*l.* of 1891. The diminished export of rice represents about half of this decrease.

Rice: Deficient in quantity and inferior in quality.

The rice crop of 1891 was very unsatisfactory, but that of 1892 was even worse. The grain was not only deficient in quantity, but light in weight and inferior in quality. The export amounted to 198,022 tons, in comparison with 226,248 tons of

1891, and 479,660 tons for 1890. In the early part of the year supplies were limited and prices high, and many owners kept back their stocks in the hope of realising large profits, but later on in May, when it was seen from the quantity of the rains that the next year's crop was likely to be good, greater supplies were brought to market, and prices became easier. Very little business was done with Europe, as it was impossible for millers here to compete with Saigon, where the crop had been abundant.

More attention is paid to milling.

More attention is now being paid by millers to selection of grain, separation and milling, and there is no reason, if this improvement continues, why Siam rice should not successfully compete with that of Burmah and Saigon, as the former is just as good as the latter. There is a good market for Burmah rice in South America and the Levant, and this year (1893) two firms here have tried the experiment of a shipment to South America, which, it is to be hoped, will turn out the inauguration of a good business with that part of the world.

Rice and its cultivation—the great industry of Siam—has already been fully treated in former years' reports, and there are no other special features to chronicle in 1872, though a remark may be added regarding the prospects of 1893.

Prospects of 1893 very favourable.

It is generally calculated that the surplus available for export during 1893 will be the largest yet known, estimates ranging from 500,000 tons to 700,000 tons. The quality of the rice is good, and gives excellent milling results. Rice merchants have been congratulating themselves on the favourable prospects, but, unfortunately, when everything else is propitious, the present complications which have arisen with France in regard to the Eastern frontier are threatening to derange the markets. The unusual presence of gunboats in the River Menam has caused alarming and absurd rumours of all kinds to spread over the country, and the peasantry in some cases have been afraid to bring their rice to Bangkok. Supplies consequently ran short for a time, but now (May, 1893) things are happily reassuming their ordinary course.

Teak.

The export of teak amounted to 14,637 tons, valued at 62,793*l.*, a decrease of 1,463 tons in comparison with 1891.

Average market price.

The average market price in Bangkok in the early part of the season was about 80 c. (2*s.* 2½*d.*) per foot. In consequence of early rains and reports of large supplies about to be brought down from the north the price fell in July to about 55 c. (1*s.* 6*d.*) per foot, but there was an upward tendency later on when it was seen that these reports were not correct. The shipments to Europe were unprecedentedly small, amounting to 1,600 loads only.

Shipments to Europe small.

The continued depression of the London markets has offered little inducement to shippers here to charter tonnage for direct shipments to Europe. It has been found more profitable to supply the local demand, which has been sufficiently keen, on account of extensive building in Bangkok, to keep three European steam saw mills fully employed during the season. There has

Local demand keen.

also been a very fair market in Hong-Kong, to which most of the secondary wood is shipped.

Quality of Bangkok shipments improved.

The quality of teak which has been shipped to London from Bangkok has much improved of late. Shipments are now confined to three British firms, and great care is exercised in selecting the choicest wood. Burmah wood has still the best reputation in home markets, but there is now nothing to choose between the two. The preference is certainly to be given to Siam as regards cube average and length, the former of which occasionally reaches 50 feet, and the average length is seldom below 28 feet. The shorter lengths of 15 feet to 20 feet seem to be plentiful in Burmah cargoes, which is due to the fact that the forests on the Burmah side are probably more exhausted than those of Siam. When the improved quality of Bangkok shipments become more generally known to buyers in London and on the Clyde, Siam teak will doubtless be more in demand than that of Burmah.

Cube average and length superior to Burmah wood.

Large amount of British capital invested in teak.

Four British firms are engaged in the teak trade, and a large amount of capital has been invested in this speculative business. Two of these firms have leases of forests in the north, and have been obliged to advance large sums of money to foresters for the purpose of working out the wood. With price at 9*l.* 10*s.* per ton, and stocks in London going off rather slowly, it must be confessed that the position and prospects of teak merchants are not particularly encouraging. An American, who abandoned missionary work in Northern Siam to embark upon this business, and had received a loan of 800,000 ticals (about 70,000*l.* sterling) from the Siamese Government, found himself forced during the year to withdraw altogether from his new occupation on account of his absolute inability to fulfil any of his engagements.

Pepper.

Prices falling.

After rice and teak, pepper is the principal export from Siam. In 1892, 1,175 tons were exported, a slight falling off compared with the previous year. The pepper business is entirely in the hands of two British firms here, and as bargains are enclosed simultaneously at London and Bangkok by telegraph, it is a perfectly safe trade. The price, during the year, continued to fall, ranging from 22 ticals per picul (30*l.* 10*s.* per ton) for white pepper, and 16 ticals to 10 ticals (22*l.* 3*s.* to 13*l.* 7*s.* per ton) for black. As recently as 1888 the price reached the high figure of 88*l.* per ton. It would appear that the big profits in those years were made by the middlemen—Chinamen who buy the standing crops, and take all risks of disease or worm. All the pepper sold in the Bangkok market comes from Chantaboon, a district on the east coast of the Gulf of Siam about 180 miles from Bangkok. The two firms above referred to do business through the shipping agent—a German who runs a small steamer once a week to Chantaboon. The pepper crop is gathered in March, and is in the Bangkok market about a month later. When the berries are plucked, they are put through a winnowing machine with three compartments. The heaviest berries drop into the first, and after being macerated in water, by which the outer black covering is removed, become white pepper. The lighter and inferior

Difference between black and white pepper.

berries of the second compartment form black pepper, and those in the third are waste from which the best grains are extracted and added to the second kind.

Of the export, two-thirds were white and one-third black pepper. All the white is shipped to London, and the black to China. The local consumption is small.

Freight.

The freight charged from Chantaboon to Bangkok is about 13*s.* 9*d.* per ton, and there is an inland duty of 1 tical per picul equivalent to 1*l.* 7*s.* 6*d.* per ton.

Prospects for 1893 good.

The prospects for 1893 are good. The quantity seems excellent, and there are no complaints of scarcity, though growers assert that if the price falls any lower it will be impossible to continue cultivation.

Other staple exports. Salt fish decreased.

The export of salt fish, all of which goes to Hong-Kong and Singapore, has diminished by 2,802 tons; dried fish shows an increase, and dried mussels has regained its former position in the scale of value.

Dried fish, dried mussels, bullocks, and teelseed increased.

The export of mussels in 1891 was abnormally small, 592 tons only. In 1892 it has risen to 1,617 tons. The export of bullocks has increased from 14,552 head to 16,144 head. Teelseed, like dried mussels, has retrieved its former status, the amount being 3,188 tons in comparison with 639 tons of 1891.

Miscellaneous articles.

The miscellaneous articles of export amounted to 121,381*l.*, and are as varied in character and generally of as insignificant a value as the miscellaneous imports.

There appear in the returns numerous varieties of horns, skins, and seeds.

Rhinoceros horn used as medicine.

Of the horns, the most remarkable is the rhinoceros horn which is in great request in China on account of its reputed medicinal virtues. A small piece of the horn ground and taken with cold water is supposed to be an excellent antidote to fever. 400 lbs. of this curious medicine were exported during the year, and the value was estimated at 1,713*l.*

The horn is bought by weight, and a good sized one will fetch 20*l.* The larger kinds are made into ornamental drinking cups in Japan. The rhinoceros is found in the north and north-east of Siam.

Deer horn used as medicine.

Deer horns are also exported to China as medicine. The horn is cut into thin slices, boiled in samshu, and regarded as an unfailing specific for keeping up the strength of old and feeble people.

Deer sinews and sharks' fins for soup. Skins.

Deer sinews are used for soup, and shark fins, both white and black, are in demand for the same purpose.

Of skins there appear tiger, snake, otter, armadillo, ray fish, and shark.

Tiger bones exported as medicine.

59 tiger skins were exported during the year, and no less than 6 tons of tiger bones. These latter were intended as an addition to the miscellaneous pharmacy of the Chinese, as well as armadillo skins which apparently are also possessed of medicinal properties

Snake skins.

Snake skins are used in the manufacture of small hand drums.

Lotus seed, the most valuable of the numerous varieties of seeds exported, reached the value of 1,103*l.* The greater part was sent to Singapore where it is used for food. Lotus seed.

6½ tons of birds' nests for making the celebrated Chinese soup were sent to Hong-Kong. Birds' nests.

This article of commerce comes from the Malay Peninsula, and was valued at 7,676*l.*

In addition to this list of curious exports, though it does not appear in the returns, might be added that of 200 Chinese corpses shipped by mourning relatives for burial in the sacred soil of China. Only people who are well off can, of course, have this honour paid to their remains. The common Chinese in Siam follow the usual custom of cremation after death. Chinese corpses.

General Remarks.

The failure of the rice crop of 1892 following that of 1891 caused general depression of trade. The promulgation of a Royal Edict amending the Law of Insolvent Debtors in the early part of the year added to this depression at first by legalising the voluntary bankruptcy of native traders in difficulties. This edict abolished imprisonment for debt, which was the ancient law of Siam, and provided a rough and ready procedure for bankruptcy and for the incorporation and liquidation of limited liability companies. Depression of trade. Siamese Bankruptcy Act.

It has been partly owing to the want of such an Act that large commercial enterprises have not been taken in hand by the Siamese, as by law every undertaking of this kind had to be on the basis of a simple partnership. The capitalist naturally did not care to invest money in anything which might be beyond his control as a partner. The Paknam Railway and the Siam Canals and Irrigation Companies are both Siamese, and doubtless, in the future, native company undertakings will be a feature of the commercial history of Siam.

The final results of the bankruptcy edict have been most salutary. Not only did it abolish the power of subjecting unfortunate debtors to life-long imprisonment (a cruel remedy, as a rule, relentlessly put in force), but it has checked reckless credit, and created a healthier, if more limited, system of trade.

Public Works.

Considerable progress has been made with the construction of the Bangkok-Korat Railway during 1892. Railways. Bangkok-Korat Railway: progress with construction.

Mr. G. Murray Campbell's tender to construct the line was accepted on December 12, 1891, and the first sod was cut by His Majesty the King of Siam on March 9 following. The line is 165 miles in length, and there are no great engineering difficulties of any kind to be overcome along the course. The first

80 miles lie through flat rice-fields to the base of the Korat Hills, then come 32 miles of rough hill country, thickly wooded to the summit of the plateau, and after that 53 miles of comparatively flat country to Korat. The line is to be equipped as a first-class line, gauge 4 feet 8½ inches; weight of rails, 50 lbs. per yard.

There are to be 183 bridges, with abutments and piers of brick masonry, and superstructure of steel. They are generally of small size crossing the numerous canals of the Menam Delta, the broadest measuring only 180 feet. The total tonnage of rails and fastenings required is 15,000 tons, and of this 11,553 tons were imported during the year. Rails are being laid at three different parts of the line. The sleepers, of which 30,000 have been delivered during the year—equal to about 8 per cent. of the total required—are made of an excellent hard wood, found in abundance in the west of Siam at Kanburee and Ratburee. The timber is very dense, weighing about 87 lbs. per cubic foot, and cannot float. It is carted to the river banks, and then conveyed down to Bangkok on bamboo rafts, or in boats.

Labour. The labour for the earthworks is principally Chinese, and about 40 miles of this work has been completed during the year. The number of Chinese employed is about 2,000, of whom two small batches only were imported. The majority seek the work voluntarily, and are paid by the task. It is possible to earn 1½ taels (2*s.* 6*d.*) per day at this work, but the Chinaman does not work hard regularly. He prefers taking it in spells, and very often a hard day's work is followed by one of complete rest. The health of the coolies has been excellent, though the mortality has been naturally somewhat higher in the upper section of the line amidst the thick jungle. Siamese, both men and women, are employed up-country. The men use the axe effectively in clearing the jungle, and women assist on the earthworks.

The contract time for completing the railway is five years, but it is expected that portions of the line will be opened for traffic before the end of that date.

Bangkok-Paknam Railway. This metre gauge line from Bangkok to Paknam, at the mouth of the river, a distance of 14 miles, has been completed, and was formally opened on April 11, 1893.

The capital of the company amounts to 400,000 ticals (about 33,000*l.*), and of this a half has been subscribed by His Majesty the King. It has been a very cheap line, the total cost per mile, including stations and rolling-stock, amounting to a little less than 2,400*l.* The rails are English, and the locomotives and carriages German. This little pioneer line of Siam has started successfully. The Siamese take readily to this form of locomotion, and large receipts are being made from pleasure seekers, who take trips to Paknam to enjoy the novelty of travelling by steam.

Kedah-Singora Line. The projected line of railway across the Malay Peninsula has now been surveyed, and it is expected that the syndicate will soon begin the work of construction on the Kedah side.

Canals. The Siam Canals and Irrigation Company has begun opening

The Siam Canals and Irrigation Company.

up to cultivation the rich lands lying waste at the head of the Menam Delta. Twenty-two small canals running parallel, about 1½ miles apart, and connected with the River Menam, have been excavated, and an area of about 1,000,000 acres has thus been rendered practicable for rice cultivation. Useful work of this kind will have an important bearing on the future export of rice from Siam, as there are yet vast spaces of fertile land comparatively close to the capital which need only irrigation and water communication to render them most productive.

New buildings.

A considerable amount of building has been going on during the year in Bangkok. The most of this has been by Government, which has seen the advantage of substituting on Government land in and around the city substantial houses, bringing in good rents, for the wretched wooden shanties which used to encumber valuable property.

Government shops.

Three large blocks of two-storied houses, suitable for shops in the form of squares, with the fourth side open to the river, have been constructed at a cost of over 40,000*l*. The houses, built substantially of brick, measure each 20 feet by 30 feet, and number altogether 209.

In the large enclosures of these blocks it is intended to erect palaces for some of the King's children. This is entirely in accordance with Siamese ideas. The houses of the upper classes are generally hemmed in by a collection of more or less inferior looking buildings, occupied by dependants. A row of better class buildings, suitable for European stores and dwellings, has been built on the principal city road, under the supervision of the Public Works Department.

New military college.

The new military college was completed during the year. It is a handsome building, measuring 360 feet by 40 feet, partly two and partly three-storied. The total cost was 5,000*l*.

New palace for the Crown Prince.

The construction of a new palace for the Crown Prince has been begun within the Royal Palace Enclosure. A palace, which, from the style of its architecture, had been designated "Windsor Castle" by foreign residents, was built some years ago for the residence of this Prince, but it was inconveniently situated out in the country, at a distance of 2½ miles from the palace proper, and is now occupied as offices by the Royal Railway Department. The new building measures 350 feet by 80 feet, and is to be constructed in princely fashion, with marble floors, columns, and staircases, and every modern convenience.

Sundry rows of inferior shop buildings have also been built by Government, as well as many detached villas on newly-opened roads intended for the residence of Europeans. Such houses are much needed in Bangkok, as the house accommodation has always been limited, of very inferior description, and ridiculously expensive.

One disadvantage about the new houses is that they are too small.

The Government architect is of Polish birth, and the engineer of the Public Works Department is now an Italian. A local

Italian architect also designed and built the new military college and the three blocks of shops above referred to.

Telegraphs. Unsatisfactory state still continues.

The unsatisfactory state of the telegraph system has not been remedied. The line to Chiengmai has been almost continuously interrupted during the year, and communication with Europe was frequently disorganised, inflicting severe inconvenience and loss upon all merchants. The reason for this disorganisation is not far to seek. One by one nearly all the skilled European operatives and linesmen in the service have been discharged, and their places taken by lower paid and inefficient natives. The remedy lies in the appointment of a sufficient staff of linesmen and competent inspectors by whom interruptions may be promptly and skilfully repaired. As the Siamese Government itself has recently been put to much inconvenience on account of frequent interruptions of the lines, it is to be hoped that a serious effort will now be made to improve the service. There are considerable difficulties to be overcome as the telegraph lines run in a great measure through districts uninhabited and abandoned to jungle, and the rapid growth of wild vegetation, especially during the rainy season, quickly obliterates any spasmodic efforts at repair.

Companies.

Bangkok Tramways Company, Limited.

This company which, since its formation in 1889, has paid a yearly dividend of over 10 per cent., has tried the experiment of substituting traction by electricity for that of ponies. The line is 6 miles in length, and the lower and most unremunerative half has been equipped with electric plant by the Short Electric Railway Company, Ohio, on the overhead wire system at a cost of 6,500*l.* As the electric cars have only been running about a month up to this date, it is only possible as yet to estimate approximately the comparative working cost of the two methods.

Comparative cost of electric and pony traction.

The wages of the drivers and conductors, office expenses, and road maintenance are practically the same. The chief difference lies in the power furnished. The up-keep of the 120 ponies which were required to work this portion of the line cost 100*l.* per month, while the expenses of the electric station, including engineer's salary, fuel, oil, &c., amount to about 65*l.* per month. The depreciation, however, which was heavy on ponies and harness will probably be greater with electric plant, particularly as regards the rails.

Should the present trial give satisfactory results, which there is little reason to doubt, a distinct saving will be gained by equipping the whole line with electric power. The additional outlay would be about 1,600*l.*, and the expenses of the electric station would only be increased from 65*l.* to about 80*l.* per month.

The drivers and conductors are all native Siamese and Siamese Malays, and perform their duties very creditably. They receive a wage of about 1*l.* 17*s.* per month. The average speed maintained is 6 miles on the more frequented and 9 miles in the less frequented districts of the line. But here and there the cars may

occasionally be seen running over 12 miles an hour. Herein lies a source of danger, as the drivers having become familiar with the strange power of their levers may be inclined to run at excessive and perilous rates of speed—a danger which is aggravated by the mischievous tendency of natives to place obstructions on the line.

Of the 3,500 shares of the company, 1,174 are held by Danes, 1,004 by British subjects, and 736 by Siamese. The remainder is divided amongst six other nationalities.

The company on its formation was incorporated under the ordinances of the Straits Settlements, but on account of heavy damages for accidents awarded by British juries in the Consular Court at Bangkok, it was formally wound up during the year, and reconstructed as a Danish Company.

Siam Electric Light Company.

The Siam Electric Light Company got into difficulties at the beginning of 1892, just when everything was ready to begin lighting. Plant and apparatus had been supplied by the Brush Electrical Engineering Company at a cost of 45,000*l.*, of which 15,000*l.* was unpaid. There were also claims by local creditors to the amount of 3,500*l.* The claim of the Brush Company was disputed, and after an arbitration hearing of 9 days, 3,846*l.* was awarded to be paid at once, and 9,220*l.* after a satisfactory trial of the machinery. The trial passed off successfully, but as the company found themselves unable to raise any capital, the Government to prevent any difficulty took over the whole concern for 20,000*l.*, paid all creditors at once, and are thus in possession of first rate electric lighting plant for less than half cost price. Beyond taking it over, however, nothing else has been done. This valuable machinery has now been lying idle for six months, and apparently no steps are being taken to make any use of it.

Taken over by Government.

Annex A.—Return of all Shipping at the Port of Bangkok during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	2,704	242	179,650	248	182,354
Siamese	1	656	...	...	1	656
German	1	469	15	15,659	16	16,128
French	...	...	13	2,561	13	2,561
Dutch	1	1,164	2	1,344	3	2,508
Swedish and Norwegian	3	1,217	1	562	4	1,779
Italian	1	417	2	782	3	1,199
Chinese	...	...	1	1,062	1	1,062
Sarawak	...	...	2	810	2	810
Spanish	...	...	1	688	1	688
Total	13	6,627	299	203,118	292	209,745
,, for the year preceding ...	...	...	...	...	307	220,786

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	2,409	237	172,146	242	174,555
Siamese	2	1,312	...	...	2	1,312
German	1	459	14	14,231	15	14,690
French	...	...	12	2,364	12	2,364
Dutch	1	1,164	2	1,344	3	2,508
Swedish and Norwegian	4	1,957	...	...	4	1,957
Italian	1	417	2	782	3	1,199
Chinese	...	...	1	1,062	1	1,062
Sarawak	...	...	2	810	2	810
Spanish	...	...	1	688	1	688
Total	14	7,718	271	193,427	285	201,145
,, for the year preceding	...	...	...	...	310	224,248

Annex B.—RETURN of Principal Articles of Import into Bangkok during the Year 1891–92.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton manufactures	...	...	292,601	...	319,581
Hardware and cutlery	...	...	83,748	...	33,752
Kerosene oil	Cases	185,713	50,001	256,610	61,239
Silk goods	...	...	48,977	...	51,859
Sugar	Tons	4,995	48,686	3,747	36,327
Jewellery	...	...	47,057	...	45,230
Cotton yarn	...	...	41,978	...	57,154
Opium	Chests	500	35,406	1,200	88,000
Crockery and glassware	...	...	35,197	...	45,243
Gunny bags	Bales	7,022	29,318	5,833	26,426
Cocoanuts	Pieces	8,460,738	27,226	2,551,710	9,473
Iron, steel, and machinery	...	...	25,381	...	32,195
Matches	Cases	11,972	19,511	10,157	20,039
Vegetable lamp-oil	,,	21,366	15,684	32,972	21,637
Betel nuts	...	...	14,939	...	10,458
Treasure and gold leaf	...	...	66,593	...	145,955
Miscellaneous articles	...	...	413,661	...	436,105
Total	...	...	1,295,964	...	1,440,673

RETURN of Principal Articles of Export from Bangkok during the Years 1891–92.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Rice	Tons	198,022	956,075	226,248	1,083,373
Teak	,,	14,637	62,793	16,100	75,207
Pepper	,,	1,175	53,462	1,541	79,594
Salt fish	,,	6,284	37,494	9,086	51,924
Woods (other than teak)	,,	7,297	31,825	7,100	32,720
Bullocks	Heads	16,144	27,390	14,552	26,231
Teelreed	Tons	3,188	23,108	639	5,499
Dried mussels	,,	1,617	22,407	592	9,409
Buffalo hides	,,	1,144	20,005	1,257	26,939
Dried fish	,,	808	11,054	465	14,299
Cardamums	,,	176	10,505	224	15,834
Tin	,,	173	9,041	169	11,703
Miscellaneous articles	...	...	121,381	...	264,095
Total	...	...	1,386,560	...	1,696,827

Annex C.—TABLE showing the Total Value of all Articles Exported from Bangkok and Imported to Bangkok from and to Foreign Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Singapore	746,647	831,203	872,062	970,847
Hong-Kong	495,571	711,103	300,440	389,555
Europe and America ..	76,252	86,650	86,675	54,919
Coast	15,713	21,925	27,819	21,353
China	5,537	8,670	8,968	4,089
Other countries ..	46,840	37,276	..	..
Total	1,386,560	1,696,827	1,295,964	1,440,763

CHIENGMAI.

Mr. Acting Vice-Consul C. E. W. Stringer reports as follows:—

Exports.

Teak. Owing to the abundant rainfall and consequent high waters in the rivers and streams, the delivery of teak exceeded expectations, and was above the average. The number of logs which arrived at Chainat, the duty station on the Mënam, during the past floating season, was about 72,000, making an excess of about 31,000 logs over the average for the preceding four years, as will be seen from the following figures:—

Year.	Number of Logs.
1888..	63,000
1889..	60,000
1890..	30,000
1891..	9,500
1892..	72,000

It will also be seen that the delivery was by far the largest for the last five years. Owing to the drought in 1891, a large quantity of that season's teak was left lying in the rivers and streams till last year. Had the rains in 1892, which were very good while they lasted, not ceased too soon, the delivery would have been still larger.

The returns of trade between Chiengmai and Burmah which were applied for, have unfortunately not been received from Maulmain, so that no details of the delivery of the district on the Salween side can be given.

The tonnage or cubic content of the 72,000 logs sent down to Bangkok cannot be ascertained here, but I am informed on good authority that the average cubic content of logs arriving in Bangkok is greater than that of logs arriving in Rangoon or Maulmain, as the former do not include short lengths as in Burma, and the original logs, as felled in the forests of this district, compare favourably with those of Burma.

The teak forests of the Nan State have been very little worked as yet, and the Nan authorities have kept them almost entirely in their own hands, but they seem inclined now to drop their exclusiveness, and give leases of some of these forests, which are said to be very valuable.

The teak forests in those parts of Chiengmai and Nan which are drained by the Mekong and its tributaries, will probably be valuable when the railway from Bangkok to Korat is extended to the Mekong, but at present teak is only worked in them for local use, as logs cannot be sent down the Mekong to Saigon on account of the rapids.

Timber stealing.

Teak merchants and foresters here complain bitterly of the increase of timber stealing on the river at Sawankaloke and Raheng, and in the neighbourhood of those places, and the Siamese Government will probably be compelled before long to take strong measures to suppress the thieves.

Elephants stolen.

Stealing elephants employed in working out logs has lately become very common, and interferes seriously with the teak business. The elephants have, in most cases, been recovered, but the owners have suffered considerable loss, having generally to pay heavily for the recapture of the elephants, besides losing their services for a long time.

Prospects of teak business.

There is some anxiety among those engaged in the teak business here, owing to the decline of prices in London, which do not appear likely to improve, while the cost of working will increase slightly as the timber growing near the water is gradually used up. In spite of this, an increased share is being taken in the business by British firms.

Forest leases.

British foresters complain that the period for which their forest leases are usually granted, viz., three years, is not long enough to repay them for their outlay of capital and labour.

Woods other than teak.

Woods other than teak are not worked for export here, as they do not repay the cost of floating them down. The Bangkok supply is derived from the country below Raheng.

Cutch.

The cutch tree grows abundantly in Lakhon, but at present only a very small amount of cutch is prepared by the Laos, who use it for chewing. An attempt is being made, however, to obtain a concession of the Lakhon cutch forests, or part of them, and if this attempt is successful, cutch will be prepared on a larger scale and sent down to Bangkok for export.

Sticklac.

Owing to an improvement of prices in Bangkok, 6,000 piculs (1 picul = 133⅓ lbs.) of sticklac were sent down from Lakhon, and 1,300 piculs from Chiengmai.

Imports.

Shirtings, piece-goods, chowls, and yarns were brought from Bangkok to Chiengmai and Lakhon to the value of about 800,000 rs. (50,000*l.*),* Lakhon taking about 200,000 rs. (12,500*l.*) worth. The import might have been greater but for three reasons, viz.: (1) Enhancement of Bangkok prices, owing to low exchange. (2) Famine in the district. (3) The Siamese Bankruptcy Act, which came into force in 1892, and which has caused European firms to cease giving credit to native traders. Since the passing of this Act the number of native traders bringing goods from Bangkok has decreased largely, and as they brought chiefly German and Swiss goods, the goods now sold are almost entirely of British manufacture. Many of the native dealers here have shut up shop, as they can no longer obtain the long credits which they used to get before the passing of the Act. The goods brought from Bangkok were the same as in 1891, viz., white and grey shirtings, chowls, T-cloth, and Manchester and Bombay yarns. Cotton manufactures.

The cotton goods brought by Yunnanese traders on mules from Maulmain are of a finer and more expensive quality than those brought from Bangkok. As the cost of transport by mules from Maulmain to Chiengmai adds about 30 per cent. to the value of goods, while the cost of carriage from Bangkok by boat adds only about 10 per cent., it does not pay to bring the coarser goods from Maulmain, and the goods brought are chiefly cambrics, fine white shirtings, and prints.

Silk manufactures are also brought from Maulmain. Silk manufactures.

Considerable quantities of salt, kerosene, and hardware are brought from Bangkok. Other imports.

Only 11 caravans of Yunnanese traders, with 50 mules on an average in each, came here last year, as compared with about 30 caravans in 1891. The number which came in that year was larger than usual, and the small profits made seemed to have discouraged many of them from coming again last year. Imports by caravans, Yunnanese traders.

Opium and raw silk are the most important of the goods brought by them. No statistics of the caravan trade are kept, but the traders themselves say that they brought less opium than in 1891, while the import of raw silk seems to have increased. Most of this article is taken to Maulmain. The caravans, after arriving here about November, make three or four trips to Maulmain, bringing back cotton manufactures and other goods. Opium and raw silk.

Only 17 caravans of traders from the British Shan States, averaging 120 bullocks to each caravan, are reported to have come here in 1892, while in 1891 there were 50 caravans with 50 to 100 bullocks each. They brought principally raw cotton, Shan cotton, cloth, and lacquer boxes, and took away dried and salt fish and betel nut. The Shan traders themselves ascribe the decrease in their number to losses on betel nut experienced by them in 1891.

No duty is levied on imports from Burmah and the Shan States.

* Exchange: 1 rupee = 1*s.* 3*d.*

Luang Phrabang traders.

The trade with Luang Phrabang was confined to one party of traders, who came from there with three large boats to Chienghai, where they hired elephants and came on to Chiengmai. They brought raw silk and took away coloured yarns amounting in value to 2,300 rs. (140*l.*).

Agriculture.

Famine.

The famine caused by the failure of the rice crop in 1891 continued until the harvest was reaped at the end of 1892. The distress among the people was very great, especially in the Lakhon and Phrë States, and many villages in those States have been deserted, though I did not hear of many deaths by starvation. Large quantities of rice were taken from Chiengmai to Lakhon, and finally, in October, about a month before the first rice was reaped in Chiengmai, the supplies gave out, and for a short time rice was selling for the highest prices ever known here. The American missionaries collected funds and afforded relief to a great many of the starving people, but the Siamese Government did nothing. A large quantity of rice was reported to have been sent up from Bangkok to relieve the distress in Lakhon, but it did not reach its destination.

Rice crop in 1892.

Fortunately the rainfall in 1892 was abundant, though it ceased rather too soon, and the rice crop reaped at the end of the year was a very good one. Had the rains lasted a little longer, the Chiengmai crop would have been an enormous one, and in Lakhon, where it rained about a month longer than in Chiengmai, the crop obtained was the best for many years. There will probably, therefore, be no recurrence of famine in 1893, though some of the people had no seed rice to plant last year, owing to the failure of the crop in 1890 and 1891.

General Remarks.

Crime.

There was a marked increase of violent crime in the district, chiefly owing to the severe distress caused by the famine. There are no regularly organised bands of dacoits, but several cases of dacoity with murder occurred, and robberies were very common. People who had any considerable quantity of rice were obliged to either sell or conceal it for fear of being robbed.

Taxes.

The taxes and monopolies remain about the same as in 1891. The tax on rice-fields, which is levied at the rate of 8 annas ($7\frac{1}{2}d.$) per rai (20 fathoms square), is to be collected this season by a syndicate of Chinese and others, who are to pay the Chief of Chiengmai 80,000 rs. (5,000*l.*), and keep the balance of the receipts.

Telegraphs.

Telegraphic communication between Chiengmai and Bangkok was interrupted nearly the whole year, so that the line is almost useless. The line between Chiengmai and Lakhon, which was opened in 1891, being a new line, is seldom interrupted, and is very useful.

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No. 1120.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT FOR THE YEAR 1891

ON THE

TRADE OF THE CANARY ISLANDS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 957.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
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SPAIN.

TENERIFFE.

Consul Harford to the Marquis of Salisbury.

Santa Cruz, Teneriffe, August 15, 1892.

My Lord,

I HAVE the honour to forward to your Lordship herewith enclosed the Annual Report on the Commerce and Trade of the Canary Islands during the past year.

I have, &c.

(Signed) S. H. HARFORD.

Report on the Trade and Commerce of the Canary Islands for 1891.

ABSTRACT of Contents.

	PAGE
Shipping and navigation	1
Trade and commerce	2
Population and industry	3
Public works	3
General remarks..	4

General review of trade in 1891.

As will be seen from this report the export trade is rapidly increasing, that to England alone being nearly double in value the export of 1890. The import trade also shows considerable improvement, and taking into consideration the importance of the islands as a health resort for invalids and as a coaling station, the future, in a commercial point of view, is exceedingly satisfactory.

Shipping and Navigation.

Value of the islands as a coaling station.

Considering their geographical position, and that since the invention of steamers we have always been on friendly terms

with Spain, it seems strange that the value of these islands as a coaling station for all European vessels crossing the equator should not have been recognised earlier in the century. That this value is now fully appreciated is shown by the almost daily increase in the shipping returns, and should this increase continue at the same rate, and further harbour accommodation be required, the natural advantage presented in the Islands of Lanzarote and Graciosa will probably have to be considered, as there is no other place in either the eastern or western group where a harbour could possibly be formed without an expenditure which would not be sanctioned.

Harbour works.

The harbour works of Teneriffe and Grand Canary have made considerable progress; at the latter port the intra-insular steamers now always load and embark their passengers from the wharf, and as soon as the wharf at Teneriffe is sufficiently advanced the same plan will be adopted, at present there being room only for one vessel steamers have to take their chance.

Trade and Commerce.

Exports. The cultivation of fruit trees.

While bananas, potatoes, and tomatoes still form the most valuable exports, it is gratifying to notice the success attendant on the growth of almonds, as it may encourage farmers to plant and cultivate this tree, which, like the fig, has hitherto never had the slightest care or attention bestowed on it; the cultivation of this and almost every other northern or tropical fruit, while greatly improving the appearance of the country, does not interfere with the production of vegetables, as wherever farmers have been sufficiently enterprising as to plant fruit trees they are generally utilised as divisions for fields, or on the roadside in combination with the aloe and cactus to form hedgerows.

Imports.

The import trade proves the enormous drain on the resources of the islands by the increased shipping, and the number of visitors shows great improvement. The increase in value of the English imports will, I should think, prove gratifying considering the competition we have to contend against.

The demand for fresh meat and poultry has this last year so far exceeded the supply that tinned provisions have figured largely.

Dairy farming.

In every hotel bill of fare this demand has already induced Englishmen to start dairy farming in this island and Grand Canary, and I think it is a matter well worth the consideration of young men, who, from health and other causes, cannot go to our colonies, whether there is not here a good prospect of success in this line. Of course all farming speculations in a new country depend much on circumstances, but as I hear that the dairy farm in Teneriffe is already enlarging its premises, the results hitherto, I suppose, must have been satisfactory.

Exports. Lanzarote.

Lanzarote and Fuerteventura trade entirely through Grand Canary; the former island during the past year exported to the

value of 58,790*l.*, the principal articles being onions and tomatoes.

The value of the export trade from Fuerteventura for the past year I have not been able to obtain, but it is probably about half that of Lanzarote. Fuerteventura.

Population and Industry.

The population of the islands is as under:—

	Population.
Teneriffe	95,000
Grand Canary	75,000
Palma	32,000
Lanzarote	16,000
Gomera	11,500
Fuerteventura	11,000
Hierro	5,000

The increase in house building both in Teneriffe and Grand Canary, while proving that this population must be increasing, shows also that emigration is not on a scale sufficient to greatly affect it. Emigration in this country has not, however, the meaning that it has with us; the Englishman emigrates with the intention of settling, the Canario has no such idea, and I understand that nearly all return within two years. Emigration.

No new industries have been commenced since my last report. Industries.

Public Works.

The breakwater piers at Santa Cruz, Teneriffe, and La Luz, Grand Canary, have made considerable progress, the latter already having wharf accommodation for several large steamers to load at the same time. The works at Santa Cruz are not so advanced, the engineers having difficulties to contend with that are not found at La Luz. In Teneriffe the water deepens suddenly, and it is impossible to lay the blocks of concrete systematically, as is done in Grand Canary, where the port deepens gradually, and all submarine work can be carried on with ease and precision. The working expenses also at Santa Cruz are considerably higher than at La Luz. Breakwater at Santa Cruz and La Luz.

Road making in both islands have also made great progress, and the small seaport village of St. Andres, about five miles to the north of Santa Cruz, will shortly be connected with the capital. Road making.

Works for lighting Orotava with the electric light are already in construction, and projects for a similar undertaking for Santa Cruz are in consideration. Orotava has, however, the great advantage of possessing water-power, which renders their speculation a certain pecuniary success, while the necessity of using coal for the capital will probably prevent any immediate adoption of the idea. Electric light.

Electric light for Santa Cruz, La Palma.

The town of Santa Cruz, La Palma, will also be lighted with electricity; here again there is no difficulty, the town being situated on the side of a cliff, and abundant water-power at their service.

Railway.

A concession for a railway from the capital to Orotava has been granted; the distance is 25 miles, but the line decided on will cover considerably more ground; its success as a speculation will depend principally on the transport of tomatoes and the passenger traffic.

Buildings.

Several new buildings have been erected during the past year, and two fires have occurred, both unattended with loss of life. An enterprising citizen has established livery stables, and good carriages can now be obtained for the long journeys. It is, however, much to be regretted that we have no street carriages in Las Palmas, Grand Canary, besides the tramway (which runs from morning to night) there are hundreds of light waggonnettes and basket carriages plying for hire the whole day, while here if a carriage is required to drive out to dinner the only resource is to engage a landau or victoria from the stable at a cost of 2 dol.

Street carriages.

General Remarks.

Islands ten in number.

The Canary Islands, though generally represented as seven in number, comprise, strictly speaking, 10 inhabited islands, Allegranza and De Lobos having lighthouses, and Graciosa a fish drying factory, which, although at the present moment not used as such, is still made use of as a summer habitation by fishermen and their families.

Allegranza.

Allegranza, the most northern of the group, is about 7 miles by 6 miles; the coast is precipitous, and rises in the interior to about 1,800 feet. There is apparently no vegetation, and the population consists of the lighthouse keeper and a few fishermen with their families.

Graciosa.

Graciosa is a flat, sandy island, about 4 miles in length, with three small extinct volcanoes, and is separated from the northern coast of Lanzarote by a channel called the Straits of Rio. This channel has an average depth of 72 feet, is from a mile to a mile and a half wide, and could be easily made into an excellent harbour.

Straits of Rio.

Scarcity of water for drinking purposes is no doubt one reason why these straits have not been considered hitherto as worthy of notice, and the absence of any kind of trade except salt and fish is perhaps another; they are, however, well known as a safe anchorage in bad weather, and should the very probable necessity arise of another coaling station being required, the position of these straits and the advantages they offer must be taken into consideration.

Lanzarote.

The Island of Lanzarote in the interior is of extraordinary fertility, fruit especially being of an abnormal size and flavour. A good road for nearly 40 miles runs from north to south, and it

possesses two springs of water. The harvests, however, are mainly dependent on the winter rainfall, capital and enterprise being required for opening up the springs and developing their capacity.

Montana del Fuego.

On the south-west side of the island there is a mountain called Montana del Fuego still in a semi-state of volcanic activity, the heat at 3 inches from the surface being sufficient to ignite wood; that the mountain is gradually cooling down is evident, as I was shown higher points now quite cold, whence only a few years ago the heat was equally near the surface.

Number of visitors.

It is estimated that since last September 5,000 visitors have arrived in these islands. Of these (owing to there being no hotel accommodation) not more than half-a-dozen have wintered at or near Santa Cruz; this want of a good residential hotel near the capital is, as I said last year, much to be regretted, for though the erection of a hotel in the town itself might not induce invalids to remain, there is no doubt whatever that one built in the pure air of the beautiful environs of the town would be always full. Hundreds of visitors, most of whom come here for their health, regard the long, dusty drive to Orotava, or the crossing to Grand Canary, with dismay, and would not hesitate to remain if only they could obtain proper accommodation. As a proof of this, the only English boarding house, beautifully situated in gardens about half a mile from the town, is full nearly all the year; but as the proprietor can only take in at most six or seven, the only resource for all others is to drive to Orotava (25 miles), or cross to Grand Canary, at both of which places ample and luxurious accommodation is to be found. In climate this south-east side of the island is in winter 2 degrees warmer than Orotava, and though for a certain class of invalid this may not be desirable, for others, especially asthmatic patients, the climate of Santa Cruz is highly recommended. The advantages also offered in being on the spot to receive letters on arrival of the mails would be to many alone an inducement to remain here, if they could only be comfortably lodged.

Hotel wanted at capital.

Climate of Santa Cruz.

Projects for hotel building.

Projects and plans for remedying this want are always in consideration, but as yet nothing is decided on.

Hut at Alta Vista for visitors wishing to ascend the Peak of Teneriffe.

The building at Alta Vista, which I mentioned last year as being in the course of construction for the convenience of visitors wishing to ascend the peak, is now sufficiently finished to afford shelter for the night. The house is divided into three rooms—for ladies, gentlemen, and the guides—there is also stabling for the mules and ponies. The best months for making the ascent are June, July, and August, snow often appearing on the summit at the end of September.

Cost of the ascent.

The cost of an ascent is 16 dol., a pony and two mules being required (one of which carries water barrels for the expedition).

There is, however, nothing (if the height—12,180 feet—does not affect the breathing) to prevent any strong English boy from making the ascent on foot. The children of the muleteers often accompany their parents at 7 or 8 years of age, walking the entire distance apparently without fatigue.

Exhibitions at Teneriffe and Grand Canary.

In the month of May, this year, exhibitions of the manufactures and productions of the islands were held at Santa Cruz, Teneriffe, and Las Palmas, Grand Canary. The cigar industry, which may be said to have its headquarters in Teneriffe, for variety and manufacture was the most remarkable exhibit, this industry becomes every year of greater importance, and Teneriffe cigars are now exported to every country in Europe.

Cigar trade.

Wine trade.

The wine trade, which in consideration of its prestige held the first place in the exhibition, was well represented in an artistic kiosk erected in the centre of the hall and surmounted by the English flag, the exhibitors being Messrs. Hamilton and Co., of Teneriffe.

Almonds.

Of the agricultural productions the most remarkable, considering the time of year, was a branch from an almond tree containing half a dozen green almonds of an extraordinary size, the largest being fully 3 inches in length; a box containing the almonds of last year from the same farm and without the outer husk being exhibited by the side of the branch, many of the nuts being nearly as large. Whether such fruit is equal in quality to the ordinary size, or, like the gigantic walnuts of South Europe, almost worthless, is probably known to the trade.

Exhibition at Grand Canary.

The exhibition at Las Palmas being held at the same time as the one at Santa Cruz I was unable to visit it, but from all accounts it was equally successful.

Spring of fresh water below high water mark.

A spring of fresh water, about 6 feet below high water mark, has been lately discovered 9 miles to the south of Santa Cruz, Teneriffe. It is to be hoped measures will be taken to prevent this waste as water on this side of the island is invaluable. The coast in the neighbourhood is precipitous, and the direction of the flow once ascertained, it ought not to be very difficult to intercept it. Not long ago I visited this spot with Mr. Vice-Consul Davidson, but the weather did not permit of our landing to test the quality of the water, the fishermen, however, speak of it as excellent.

With a view to an estimate being formed of the comparative value of the exports from the eastern and western groups, I enclose Mr. Vice-Consul Miller's return of the eastern group, which being deducted from the general return will show the value of each of them.

RETURN of the Principal Articles of Export from the Canary Islands during the Year 1891.

Articles.		Quantity.	Value.
			£
Almonds	Lbs.	416,341	14,365
Cochineal	„	1,097,819	85,896
Wine	Gallons ..	204,744	16,230
Rum	„ ..	99,915	16,895
Tobacco	Lbs.	91,317	1,936
Garden produce	„	23,149,176	76,068
Other goods	..	..	56,466
Total	..	..	267,856

RETURN of the Principal Articles of Import to the Canary Islands during the Year 1891.

Articles.	Quantity.	Value.
		£
Coals	Not detailed in customs returns.	..
Textile goods, all kinds		..
Hardware		..
Glass and chinaware		..
Provisions and stores		..
Other goods		..
Total	..	665,302

TABLE showing the Total Value of all Articles Exported from and Imported to the Canary Islands from and to Foreign Countries during the Year 1891.

Country.	Exports.	Imports.
	£	£
England and colonies	134,161	338,822
Spain	7,562	47,923
France	26,273	74,745
Germany	15,024	91,023
West Indies, Spanish	47,295	20,300
Other countries	37,541	92,489
Total	267,856	665,302

RETURN of Articles of Export from Las Palmas, Grand Canary, during the Year 1891.

Description.	Spain and Possessions.	England.	Germany.	France.	Italy.	Morocco.	West Coast of Africa.
	£	£	£	£	£	£	£
Building stones	810	..	..	..	..	..	..
Filters	480	..	..	..	..	..	..
Specie	20,000	100,560	350	4,720	..	12,000	..
Cochineal	540	30,000	2,960	11,110	..	910	..
Wool	50	1,960	..	..	..	..	..
Skins and hides	2,460	60	..	405	..	..	..
Mules, donkeys, &c.	..	..	..	..	..	..	790
Cows, bullocks, &c.	2,300	800	..	..	..	..	..
Butter, salt fish	2,060	..	..	..	105	..	..
Grain	1,250	..	..	..	..	..	..
Peas (dried)	22,160	..	..	..	..	..	..
Onions, potatoes, garlic	9,160	1,960	..	..	..	..	..
Almonds	..	9,160	960	..	..	60	..
Tomatoes	..	2,960	..	..	..	..	..
Various fruits	1,970	2,470	..	..	..	..	..
Bananas..	2,560	66,000	890	6,000	120	510	..
Sugar	30,460	..	..	..	..	..	..
Rum	3,750	..	..	..	..	1,210	7,960
Wine	670	4,100	5,120	150	..	..	..
Various, cigars, tobacco, &c.	7,215	4,720	1,070	210	..	1,760	3,340
Total	107,895	224,750	11,350	22,595	225	16,450	12,090
„ 1890..	102,358	135,363	10,355	21,846	80	12,683	9,070
Increase in 1891	5,537	89,387	995	749	145	3,770	3,020

Approximate Annual Return of Staple Produce of the Island of Lanzarote.

Description.		Quantity.	Value.	Total.	Remarks.
			Pesetas.	£	
Onions	Lbs. ..	60,000	225,000	..	Would be larger if there were greater demand. It is exported to the West Indies and Grand Canary.
Tomatoes	„ ..	12,000	120,000	..	Is susceptible of cultivation on a large scale.
Potatoes	„ ..	15,000	75,000		
Sweet	„ ..	5,000	12,500		
Pumpkin	„ ..	2,000	5,000		
Water melons	„ ..	1,500	4,500		
Dried fruit	„ ..	10,000	100,000		
Cochineal	„ ..	500	7,500		
Barilla	„ ..	2,000	2,500		
Cheese	„ ..	300	15,000		
Wine	Pipes ..	2,000	150,000		
Barley	Fanegas .	50,000	200,000	..	Great quantities are exported to Spain, and of this as well as other cereals much is consumed in the other islands.
Wheat	„ ..	10,000	100,000		
Chick peas	„ ..	12,000	240,000	..	Exported to Cuba.
Maize	„ ..	10,000	100,000		
Green peas	„ ..	7,000	52,500	..	Exported to England.
Rye	„ ..	2,000	10,000		
French beans	„ ..	100	1,500		
Lentils	„ ..	100	1,250		
Peas (Pisum sativum) ..	„ ..	1,000	7,500		
Broad beans	„ ..	2,000	20,000		
Salt	„ ..	10,000	20,000	..	Besides the pits in the north of the island there is another in construction on the western coast. The principal consumption of this article is for the fishery industry, which produces about 40,000 pesetas annually.
Total	..	..	1,469,750	58,790	

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SPAIN.

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1037	Pakhoi	1d.	1096.	Guatemala	½d.
1038.	Foochow	1d.	1097.	Chungking	9d.
1039.	Brest	1d.	1098.	Nagasaki	1d.
1040.	Madeira	½d.	1099	Constantinople	2d.
1041.	Antwerp	1½d.	1100.	Buenos Ayres	½d.
1042.	Taganrog	2½d.	1101.	Shanghai	2d.
1043.	Algiers	2½d.	1102.	Jeddah	½d.
1044.	Hankow	1½d.	1103.	Chicago	3d.
1045.	Nantes	1½d.	1104.	Erzeroum	½d.
1046.	Belgrade	2d.	1105.	Loanda	3d.
1047.	Fiume	1d.	1106.	Macao	½d.
1048.	Wuhu	1d	1107.	Canton	1d.
1049.	Cagliari	1d.	1108.	Paramaribo	1½d.
1050.	Erzeroum	1d.	1109.	Tunis	1½d.
1051.	Syra	1d.	1110.	Sofia	3d.
1052.	Cherbourg	1d.	1111.	Brunei	1½d.
1053.	Lima	1d.	1112.	Athens	2½d.
1054.	Bilbao	1½d.	1113.	Alexandria	2d.
1055.	Cadiz	2d.	1114.	Vienna	1d.
1056.	Corunna	2½d.	1115.	Stettin	2½d.
1057.	Saigon	1d.	1116.	Berne	1d.
1058.	Port-au-Prince	1d.	1117.	Palermo	2½d.
1059.	Trebizond	1d.	1118.	Tokio	1½d.
1060.	Barcelona	1½d.	1119.	St. Petersburg	3d.
1061.	Tainan	1d.	1120.	Teneriffe	1d.
1062.	Smyrna	1½d.	1121.	Damascus	1d
1063	Old Calabar	½d.	1122.	Naples	2d.
1064.	Samoa	½d.	1123.	Hakodate	1d.
1065.	Tahiti	1d.	1124.	Montevideo	2½d.
1066.	Chefoo	6d.	1125.	Stockholm	1½d.
1067.	Gothenburg	2d.	1126.	Dantzig	2d.
1068.	Buenos Ayres	1½d.	1127.	The Hague	1½d.
1069.	Loanda	1½d.	1128.	Odessa	1d.
1070.	Guatemala	1d.	1129.	Berne	1½d.

No. 1130.

Reference to previous Report, Annual Series No. 966.

SPAIN.

MALAGA.

Mr. Finn to the Earl of Rosebery.

My Lord, *Malaga, September* 28, 1892.

I HAVE the honour of transmitting herewith my Commercial Report for the year 1891.

I have, &c.
(Signed) ALEXANDER FINN.

Report on the Trade and Commerce of Malaga for the Year 1891.

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Shipping. Annex A.

The decrease in English shipping coming to this port, I regret to say, continues both in shipping and tonnage, we having had here in 1891 24 ships and 11,998 tons less than the previous year, but, on the other hand, although only 1,896 ships of all countries came, as against 2,044 ships in 1890, yet the total tonnage was increased by 55,062 tons.

From this annex also it will be perceived that several nations have reversed their positions during this year in the carrying trade to and from Malaga. England still keeps the lead, although closely pressed by France, though it is only fair to point out that some 50 of the French ships appear twice in the same week, being passenger boats (Compagnie Générale Transatlantique), which pass here on Sundays with passengers on their way from Oran to Tangier viâ Gibraltar, touching again at this port on the following Wednesday on the return journey, while with the exception of the line of steamers owned by Messrs. John Hall, Junior, of London, which, as a rule, make a call here weekly, English ships do not so often repeat their visits.

Taking, therefore, the principal foreign commercial nations we find that—

Nationality.	1890.	1891.
	Number.	Number.
British	192	168
French	114	163
Swedish	21	10
Norwegian	34	20
Russian	20	10
German	48	36
Italian	21	24
Danish	25	22
Dutch	14	15

Annex B. Trade in British bottoms.

This table shows the direct and indirect or carrying trade at Malaga in British bottoms inwards and outwards, those laden and those with ballast during the year 1891.

Annex C. Imports table.

Is a table indicating the quantity of goods imported monthly in 1891, as compared with 1890, showing the increase or decrease, as the case may be, in each article.

Decrease.

The decrease has been in steel and iron bars, alcohol, raw cotton, tar, pitch, asphalt, sugar, dried codfish, cocoa, coal and coke, charcoal, cereals of all kinds, beer and sparkling wines, leather and hides, copper, iron wire, cast iron, lard, pork and butter, petroleum pepper, sacks, lumber, and planks

While an increase is to be remarked in spun cotton and yarn, sulphur and chemical products, building materials, coffee, tin, grease, guano, iron tubing, manufactured iron, machinery, pepper, cheese, saltpetre, cotton and woollen goods, glass, porcelain, and crockery. The increase is specially noticeable in building materials and paper, while rice and caustic soda appear for the first time as imported in any quantity. Increase.

Annex D is a table of exports from Malaga for the year 1891, as compared with 1889 and 1890. There has been a most remarkable falling-off in the export of olive oil. The amount sent out of Spain during the last three years having been— Annex D. Exports.

	Litres.	Olive oil.
1889	15,497,856	
1890	3,909,594	
1891	1,471,057	

In olives there has been a decrease as compared with the previous year, so also in almonds, but in the latter there has been a considerable increase in the export of shelled almonds, as against a decrease in that of almonds in the shell. Olives. Almonds.

The increase in shelled almonds was 614,277 kilos., and the decrease in almonds in the shell was 483,606 kilos., making an increase in the total export of almonds 130,601 kilos.

Excepting these the decrease in trade has been principally in hazel nuts, saffron, orange peel, chestnuts, onions, figs, lemons, oranges, silver, lead, liquorice root, and grapes; and the increase in exportation has been in canary seed, aniseed, rice, cocoa shell, cummin seed, raisins, lead, and wine. Increase.

During the year 1891 the following were the current rates of freights in this port :—

For London or Liverpool	20*s.* and 10 per cent.
Dublin	40*s.* „ „
Leith	45*s.* „ „
Glasgow	30*s.* „ „
Havre	35 fr. „ „
Marseilles	15 fr. „ „
Amsterdam	35 fl. in full
Hamburg	35 marks in full
St. Petersburg	30 marks „
New York	40*s.* and 10 per cent.

Crops.

The crop of 1891 was very fair, but as there was little remaining of the stocks of 1890 a constant rise in price was noted in it, beginning at 40 r. and reaching 50 r. the fanega of 44 kilos. Wheat.

Prices have ranged from 25 r. to 30 r. per fanega of 34 kilos. for the home article; prices of African barley have ranged from 22 r. to 24 r. per 32 kilos. to 33 kilos. The crop of 1891 has been middling. Barley.

The native article ranged from 42 r. to 46 r. for red and from Maize.

37 r. to 42 r. for white, which is produced in large quantities near Velez Malaga. African maize, of which little has been imported this year (1891), has ranged from 38 r. to 40 r. The above prices are based on a weight of 53½ kilos. per fanega; crop middling.

Garbanzos or chick peas. Are beginning to be sold, according to class, at from 60 r. to 140 r. per fanega of 57½ kilos.

Beans. Small at from 40 r. to 44 r. per fanega of from 54 kilos. to 56 kilos.; Mazagan at from 37 r. to 40 r. per fanega of same weight.

Fruit.

Shipping grapes. The phylloxera, which had invaded the greater part of the district, continued its devastating progress, and the crop 1891 became reduced to about one-half of that of 1890, therefore the price opened higher, and reached 25 r. per arroba, and as there was a good demand from all the north European markets, the price remained firm.

Raisins. The crop was rather more abundant than in 1890, being estimated at about from 600,000 boxes to 700,000 boxes. As the supply of fresh fruit from all parts of the world has become greater; the demand of late years has fallen off greatly. Quality improving. Packing likewise showed a decided improvement over that of many previous years. It would appear that holders had at last realised the fact that prices must be governed by the demand, and acting on that principle they managed to clear off nearly the whole of their stock by the end of December last. Prices ranged from 23*s.* to 6*s.* per box of 22 lbs., f.o.b., according to class.

Jordan almonds. Showed a fair yield, but the size of the kernels appears to be smaller every year; in other words, the bulk of the yield consisted of medium and other lower grades, while firsts and seconds were almost nil.

Oranges—Sweet. Showed a yield of about 50,000 cases, and prices averaged, say, 7*s.* per case, f.o.b.

Bitter. Were in good request, and Seville speculators, who for years past have been heavy buyers at Malaga, found heavy direct competition in the field from English importers, who had become alive to the fact that thousands of cases put on their markets as Seville bitters are usually grown in this vicinity.

There was a fairly good crop of about 70,000 cases, and prices averaged 11*s.* per case, f.o.b.

Lemons. A small crop; fair quality, prices opened at 10*s.* per box, f.o.b., for American quality, and declined to 5*s.* per box, f.o.b., towards the end of the campaign. Shipments commenced at the end of August and finished, say, badly in October. Price per half chest, English packing and quality, averaged 15*s.*, f.o.b.

Melons. The crop was middling, the first lots being sold at 16 r. the arroba, falling-off afterwards to 8 r. for shipments. Those which could not be exported were subsequently realised at 4 r. per arroba.

Prices ranged from 100 r. per 1,000 for better quality to 70 r. or 80 r. for the commoner quality, called "perruna." Pomegranates.

Muscatels were sold at 24 r. per arroba for shipment; lojas were sold at 24 r. per arroba for shipment, including package. Green grapes.

The produce of the crop in 1891 was small, chiefly owing to the severe frosts which pervaded here in the winter months of 1890–91; generally speaking, the quality of the oil was not good, and prices ruled as follows :— Olives and olive oil.

	Reals per Arroba.	
1891—		
January	38½	to 39
February	39½	46
March	48½	
April	46	38
May	38	
June	44	43

These prices holding firm during the following three months.

The crop of 1891–92 may be considered a medium one, but of excellent quality; prices during the months of November and December, 1891, ranged from 36 r. to 37 r. per arroba for export.

According to statistics recently published the last olive crop produced throughout Spain 1,965,789·48 litres of oil. The largest quantity was produced by the province of Jaen, being 444,282 litres, while Alava produced only 533 litres. Navarra oil obtained the highest prices, as much as 114 pesetas 31 c. having been paid for some of that province. Granada, on the other hand, was sold as low as 68 pesetas per hectolitre. Zaragoza produced most oil per hectare, while Navarra produced the best; the former produced a crop with an average of 3·69 litres per hectare, as against 0·19 litres per hectare in the latter. The same report gives the relative production of oil in the three European countries which grow olives as follows :—

	Number.
Spain	1,965,789·48
Italy	1,300,000
France	300,000

so that Spain heads the list by more than 500,000 litres.

Exports and Imports.

The imports of codfish at Malaga in 1890 and 1891 were as follows :— Codfish.

From—	Quantity.	
	1890.	1891.
	Cwts.	Cwts.
Labrador	47,283	53,020
Newfoundland	1,500	6,358
Norway	20,866	9,550
Total	69,649	68,928

Showing that while, although there has been a small diminution in the total amounts imported, there was a considerable falling-off in Norway fish, but that brought from Labrador showed an increase.

Alcohol. The trade in alcohol to the end of 1891 did not present any special feature, arrivals and sales coming up to the average of former years.

The fact that the enormous duty of 160 pesetas per hectolitre would be exacted on and after February 1, 1892, on all spirits coming from Germany or Sweden gave rise to a brisk speculative demand, only held in check (and only up to a certain point) by the fact that treaties with England and Holland permitted the importation of spirits from those two countries to the end of June. Up to the end of January, 1892, large quantities were introduced from abroad, but ever since the beginning of February, when everything seemed to point to a trade with England and Holland at brisk prices, the demand almost completely stopped, home distilleries sprung up everywhere and sufficient for native consumption, and prices ever since February are lower than during the times when foreign spirits competed in the market. Since July 1, 1892, the prohibitive duty of 160 pesetas per hectolitre is exacted on all foreign spirits, and absolutely prevents any importation from abroad. Among other factories of spirits I may mention that Messrs. Jimenez and Lamothe have started a brandy distillery with excellent results. Of course, the brandy is still young, but, I am informed, of most excellent quality, and likely to equal the best French productions.

Wine. The grape crop of 1891 gave better results than that of previous years, thanks to the continuous showers during the harvest period, which, causing more sap to pass into the grapes when they were ripening, produced wines that had less alcohol in them, and of consequently better flavour.

The same fluctuations in prices were observable as occurred the year previous. But, on the other hand, it is stated that older wines obtained better figures from speculation at about the time of the expiration of the French and German treaties, and so much was this the case that some firms, instead of allowing their goods to pass through the hands of intermediaries, started branch establishments of their own in France. The older firms, however, such

as F. Ramos Tellez, Clemens and Petersen, Scholtz, and others, made no difference in their prices.

Judging from the mildness of the autumn, it is hoped that the vineyards which may not have been attacked by phylloxera will give in 1892 a good and abundant harvest.

Sugar cane.

The frequent recurrence of sharp biting winds nipping the young plants, as well as a fall in the prices of sugars, have ruined a great many farmers, so that the cultivation of the plant has, to a great extent, ceased. Good sugar-cane, which sold at 2 r. to 2½ r. per arroba, fell to 75 c.

Beetroot.

A good deal has been sown round about Malaga, but the results have not been encouraging, as it is found that this plant impoverishes the soil, and a second crop turns out poor. Beetroot sugar always fetches 2 r. or 3 r. less than that got from sugar cane. Large quantities of beetroot sugar are produced in the vicinity of Granada, and some at San Pedro de Alcantara.

Emigration.

Emigration.

Emigration continues, but on a much smaller scale, only 3,968 persons embarked from Malaga for the Brazils in 1891.

Public Works.

Malaga harbour.

The harbour works still continue, and have advanced at a rapid pace since last year, but there still remains much to be done. The project of cutting down the Alcazaba Hill is still before the public; new streets may be made, but who will live in them —or, rather, who will live in the houses vacated by the tenants of the new streets? And Malaga will be greatly damaged as a health resort.

Improvement of town.

The general appearance of the town has greatly improved under the present municipality. Streets have been widened, new pavements laid down, and, not before they were wanted, we have now a new post office, with the telegraph department in the same building, and, what is a great innovation, postage stamps can now be bought at the post office.

New post office.

Roads.

The road from Malaga along the coast southwards remains unfinished. For several years the road has been completed excepting a few bridges, and for want of them the road is now getting in a bad state; nor is the concessionaire apparently able to complete his undertaking of a railway to Marbella and Estepona, and prevents others from doing anything to facilitate the movement of commerce in that way. On the other hand, we hear of a railway to be undertaken direct from Seville to Malaga, and another light railway which is to start from Coin, in this province, to somewhere in the province of Almeria, thus opening up the fruit country.

Railway from Bobadilla to Algeciras.

This railway, which is being constructed by an English company—the Algeciras (Gibraltar) Railway Company—extends from the station of Bobadilla, on the railway from Cordoba to Malaga, to Algerices, in the Bay of Gibraltar, and will be about 110 miles

in length. The town of Algeciras is 5½ miles from Gibraltar by sea, and there is frequent communication daily by steamer between the two places.

When completed, it will place Gibraltar and the surrounding district in direct communication with the general system of Spanish railways, including the line to Madrid, the frontier of France, and the rest of Europe, and be the highway for passengers arriving at Gibraltar from England, America, and other countries, proposing to visit Granada, Seville, Cordoba, and other places of interest in the south of Spain. From this source and the natural movement of the locality a large passenger traffic is expected.

The railway will also serve to convey the products of the rich plains of Andalusia, oil, wine, cork, cattle, pigs, fruit, &c., as well as the minerals which exist in the localities traversed by the line to the sea board, when they can be shipped by the numerous steamers to almost all parts of the world, which make Gibraltar a port of call.

26 miles at the southern end, extending from Algeciras to Jimena, were opened for public traffic on December 13, 1890, and 44 miles at the northern end from the junction at Bobadilla to the town of Ronda were opened on September 7, 1891.

The remainder of the line, about 40 miles in extent, is expected to be opened for traffic in the course of the ensuing summer, the works, which are of considerable magnitude, being well advanced towards completion.

Marcia and Granada railway.

As regards the other line being made by English enterprise in the south of Spain the following table show the principal towns passed and the kilometres of each from Murcia. It will be observed that at 87 kiloms. from Murcia a branch runs off down to the seaport of Aguilas.

Stations.	Distance.	Branch Line to—
	Kiloms.	
From Murcia to—		
Lorca	63	
.. .. ..	87	Aguilas (301 kiloms.)
Baza	196	
Guadex	243	
Granada	331	

Besides connecting the important towns of Murcia and Granada, and giving local facilities to large tracts of the provinces of Murcia, Almeria, and Granada. This railway will provide direct communication between the provinces of Alicante, Valencia, Tarragona and Barcelona with Andalusia, and more especially with Malaga, Seville, Cadiz, and Huelva.

By means of the railway between Bobadilla and Algeciras, now being finished, it will complete and undoubtedly open up a tourist route, viâ Gibraltar, between England and such towns as Granada, Carthagena, Alicante, Valencia, &c., by doing away

with the present "cul de sac" in the railway system at Granada. In fact, tourists after having done Granada will not be obliged to retrace their steps as at present, but will be able to continue their journey into another part of Spain, or can even make for Algiers viâ Carthagena and Oran, between which towns there at present exists a service of excellent French mail boats.

The goods traffic to be picked up on this route will largely consist of minerals, esparto grass, marble, and cereals. The last three are already produced, and amongst minerals known to await the railway may be mentioned iron ore, lead, cobalt, and copper ores.

As yet nothing has been done to build the first 63 kiloms. of the railway between Murcia and Lorca; in fact, this section will probably be abandoned, as another railway has already been built there.

From Lorca forward to Huercal Overa, 42 kiloms., the line is completely finished, as is also the branch down to Aguilas. Both these sections have been open for public use for some time, and the traffic returns herewith enclosed will give the details of what merchandise has been carried.

From Huercal Overa to a town called Gor, some 223 kiloms. from Murcia, nearly all the earthworks and masonry are finished. At the only two points where this is not the case the delay has been caused through difficulties experienced in expropriating the lands. On the remaining section between Gor and Granada the earthworks and masonry are finished for 20 kiloms. Here difficulties arising out of the failure of the principal contractors (a London firm) have resulted in a law suit with the sub-contractors, and the works have been stopped by judicial mandates.

TABLE showing Goods Carried by the Grand Southern of Spain Railway to the Port of Aguilas during the Year 1891.

	Tons.
Inflammable goods	187
Minerals	30,000
Wood	338
Salt	30
Esparto grass	7,350
Liquids	162
Flour	1,906
Cereals	665
Fruit	800
Straw	4,083
Sundries	1,600
Total	47,121

Hotels.

As in my last few annual reports, I beg again to accentuate the fact that there is good opening here for a good hotel.* It is quite curious to notice how Malaga has fallen out of the cognizance of the British invalid, who goes to the Riviera, Madeira, and other

* See also pages 6 and 7 of my Report for 1891, F.O. Annual Series No. 966.

places which have not nearly as good climates as this place. Over and over again I have tried to impress on the owners of the hotels already existing the necessity for their having better accommodation for invalids; their almost invariable reply has been (1) that they have as much business as they can undertake, and (2) that when the invalids come they will make arrangements for them, not seeing that they are putting the cart before the horse, nor appreciating the fact that in a climate whose average temperature in December and January is 55 degrees by day and 49 degrees at 11 o'clock at night, and where in 9 years there were only 16 foggy or wintry days, and where the death-rate is only about 2 per cent. per annum, if proper accommodation is only supplied and advertised visitors must come, and do now come, but are turned away.

Steam dyeing and cleaning establishment.

It is hardly to be believed, but in this town of some 150,000 inhabitants there is no dyeing and cleaning establishment. One properly conducted is sure to do a large business.

Scent distillery.

Don Carlos Larios y Segura has recently constructed a scent distillery here, and I am told it is likely to do well.

Barrel factory.

The barrel factory of Messrs. Plews and Co. is, I believe, a success.

Tramway.

The tramway belonging to the English company is apparently doing well, but would do much better could those at the head of affairs understand that matters cannot be done abroad as at home, and that the character of the people with whom they have to deal is not quite the same as that of Englishmen.

New English firm.

A new English firm has also begun business here under the name of the "Malaga Mills, Limited."

Annex E contains the names and addresses of the principal merchants here.

The following are the rates of exchange for bills on London at three months date prevailing here during the year 1891 :—

	Pesetas c.			Pesetas c.	
March quarter	25	75	to	26	00
June „	26	00		26	75
September quarter	26	75		27	50
December „	27	50		28	50

And it will be seen that takers of bills on London derived a benefit of 14 per cent. upon these negotiations, assuming par to be 25 pesetas to the 1*l.* But as the price of the 1*l.* sterling rose so did the price of provisions, and also of everything brought from abroad, so that the result was rather a loss than a gain to the resident who had to draw on London.

Annex A.—Return of all Shipping in the Port of Malaga for the Years 1890–91.

Nationality.	1890.						1891.					
	Entered.			Cleared.			Entered.			Cleared.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Spanish	1,543	615,218	27,250	1,544	616,075	27,195	1,424	616,259	28,786	1,428	616,987	29,352
English...	192	146,658	4,040	188	145,267	3,996	168	134,660	3,668	165	134,307	3,648
French...	114	96,836	4,368	109	74,040	4,318	163	174,766	9,323	163	174,766	9,323
German	48	32,285	972	48	32,285	979	36	36,896	775	36	36,896	775
Italian	21	7,568	213	23	8,116	234	24	13,148	388	23	11,805	377
Swedish	21	14,039	349	21	14,039	349	10	6,985	177	10	6,985	177
Norwegian	34	13,809	430	35	14,298	441	20	8,556	275	20	8,556	275
Dutch	14	9,775	315	14	9,775	315	15	11,261	316	15	11,261	216
Danish	25	19,124	511	25	19,124	511	22	18,457	419	22	18,457	449
Portuguese	5	764	43	5	764	43	2	273	16	2	273	16
Russian	28	11,691	348	17	10,192	302	10	6,658	182	11	7,350	205
Austrian	3	2,217	58	3	2,217	58	1	792	13	1	792	13
United States of America ...	2	2,368	35	2	2,368	34	...	...	...	...	...	...
Greek	2	559	16	2	559	16	1	262	8	1	262	5
Total	2,044	972,911	38,948	2,036	949,119	38,791	1,896	1,027,973	44,376	1,897	1,028,197	44,834

Note.—During 1891 the port of Malaga has been visited by 10 Spanish ships of war, with 1,893 men and 103 guns; 13 ships of war of other nations, with 532 men and 24 guns; and by 24 yachts of various nationalities, with a tonnage of 6,022 tons and 633 men.

Annex B.—RETURN of British Shipping at the Port of Malaga in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
88	...	88	63,172	...	63,172	1,749	...	37	2	39	28,117	1,186	29,303	766	...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	53	7	60	46,339	6,975	53,314	1,426	...	Spain	74	19	93	62,869	8,701	71,570	1,944	...
France	9	1	10	6,681	914	7,595	193	...	France	7	6	13	5,635	4,905	10,540	247	...
Portugal	1	...	1	559	...	559	18	...	Portugal	1	...	1	914	...	914	52	...
Italy	2	1	3	3,120	777	3,897	153	...	Italy	1	3	4	939	3,309	4,248	177	...
Belgium	2	...	2	2,306	...	2,306	45	...	Belgium	1	...	1	235	...	235	8	...
Sweden	1	...	1	600	...	600	15	...	Greece	1	...	1	812	...	812	18	...
United States ...	1	...	1	1,196	...	1,196	16	...	South America ...	1	...	1	149	...	149	7	...
Turkey	1	...	1	1,305	...	1,305	36	...	United States ...	11	1	12	15,340	1,196	16,536	449	...
Russia	1	...	1	716	...	716	17	...									
Total... ...	71	9	80	62,822	8,666	71,488	1,919	...	Total	97	29	126	86,893	18,111	105,004	2,882	...

Annex C.—Return showing Principal Articles of Import into the Port of Malaga for the Year 1891, with Country of Origin, and Comparative Totals for 1890–91.

Articles.		Great Britain and colonies.	France.	Germany.	Belgium.	Sweden.	Holland.	Cuba.	United States.	Denmark.	Philippine.
Oils, paints, colours, &c.	Kilos.	124,573	191,666	51,473	64,732	...	...	...	17	...	...
Steel and iron bars	,,	3,749,662	91,411	570	3,060,343	...	1,339,023	...	...	...	...
Alcohol	Litres	12,332	25,989	803,000	23,802	516,848	9,939	4,632	...	145	...
Cotton, raw	Kilos.	31,695	216,559	89	...	...	...	...	1,776,201	...	...
Cotton, spun yarn, &c.	,,	335	1,939	...	114	...	...	...	...	...	...
Starch	,,	16,414	8,823	194,637	175,412	...	...	...	...	...	...
Tar, pitch, and asphalt	,,	1,706	207,939	10,017	...	...	...	...	...	...	...
Rice	,,	...	...	28,920	...	...	...	...	...	...	...
Sugar	,,	...	9,558	...	...	...	...	1,257	...	...	...
Sulphur and chemical products	,,	680,776	440,700	79,098	138,512	...	...	...	...	...	...
Dried codfish	,,	404,682	...	540	...	...	...	...	...	...	...
Paving stones, curb stones, and bricks	,,	367,090	3,002,695	5,193	145,517	...	...	...	...	...	...
Cocoa	,,	1,754	12,945	...	...	...	...	16,998	...	...	3
Coffee	,,	2,108	892	...	...	...	...	4,194	...	...	217,036
Coal and coke	,,	18,901,690	...	...	...	...	...	...	...	...	...
Charcoal	,,	4	60,495	...	...	...	...	...	...	...	...
Oats, corn, chick-peas, &c., excepting wheat and dried vegetables	,,	74,434	372,508	2,271	1,070	...	...	...	...	...	...
Beer, ale, and sparkling wines	Litres	15,453	3,635	98,599	...	...	...	...	...	1,970	...
Cement and building materials	Kilos.	204,027	5,749,009	4,014	118,094	...	...	...	...	...	...
Leather hides, &c.	,,	25,634	31,097	7,875	153	...	...	...	...	...	...
Staves	Pieces	16,665	41,410	25	...	...	...	...	329,951	...	...
Tin, bars, and manufactured copper, tin, and zinc	Kilos.	265,223	178,458	57,463	6,143	...	...	...	...	...	...
Hoop iron and sheet iron	,,	287,139	42,264	18	160,592	...	...	...	...	40,125	...
Grease, &c.	,,	352,500	38,885	331	120,612	...	...	...	...	...	...
Guano	,,	1,113,308	985,862	92,100	390,000	...	...	...	...	...	...
Iron wire	,,	6,955	40,791	1,878	34,026	...	...	...	...	...	...
Iron tubing, cast and wrought	,,	120,528	40,630	1,469	498,522	...	...	...	...	...	...
Iron, cast	,,	47,887	26,869	...	40,627	...	...	...	...	...	...
Iron, manufactured	,,	776,357	507,374	119,250	340,876	...	1,132,790	...	...	185	...
Lard and pork	,,	485,546	46,510	9,591	1,211	...	...	...	...	...	...
Butter	,,	1,492	257	32,372	...	...	...	...	...	8,643	...
Machinery	,,	1,582,481	425,067	133,413	1,500,821	...	1,640	...	...	31,725	...
Paper, &c.	,,	38,281	58,035	226,394	45,507	...	2	...	...	24,605	...
Petroleum	,,	51,989	54,355	15,880	7,922	...	...	...	3,808,438	...	...
Pimento	,,	62,437	313	381	...	...	...	...	...	...	...
Cheese	,,	72,761	6,356	2	...	...	2,776	...	...	...	...
Sacks, &c.	Pieces	...	...	...	...	...	...	...	...	...	...
Saltpetre	Kilos.	...	...	...	...	...	...	...	...	...	...
Caustic soda	,,	...	...	...	...	...	...	...	...	...	...
Lumber and plank	Cub. mets.	4,897	11,569	5,742	18	893	...	...	...	133	...
Cotton and woollen goods	Kilos.	661,760	300,511	69,037	39,045	...	...	...	...	10,044	...
Wheat	,,	...	...	...	...	...	...	...	...	...	...
Glass, porcelain, and crockery	,,	37,316	135,072	52,366	76,678	..	865	...	...	2,137	...

RETURN showing the Principal Articles of Import into the Port of Malaga for the Year 1891, with Country of Origin, and Comparative Totals for 1890–91—continued.

Articles.		India.	Porto Rico.	Italy.	Norway.	Newfoundland.	Labrador.	Scotland.	Morocco.	Venezuela.	Costa Rica.
Oils, paints, colours, &c.	Kilos.	...	...	...	...	...	...	...	426	...	...
Steel and iron bars	,,	...	...	...	...	...	...	...	...	...	...
Alcohol	Litres	...	...	...	...	...	...	...	...	...	...
Cotton, raw	Kilos.	...	...	...	...	...	...	...	...	...	...
Cotton, spun yarn, &c.	,,	...	...	...	...	...	...	...	...	...	...
Starch	,,	...	...	...	...	...	...	...	...	...	...
Tar, pitch, and asphalt	,,	...	...	...	...	...	...	...	...	...	...
Rice	,,	...	...	...	...	...	...	...	...	...	...
Sugar	,,	...	...	139,225	...	...	...	...	...	...	...
Sulphur and chemical products	,,	...	...	...	59,276	...	...	...	...	...	...
Dried codfish	,,	...	...	...	470,479	1,744,694	514,021	...	...	...	...
Paving stones, curb stones, and bricks	,,	...	...	...	27,836	...	...	...	3,400	...	...
Cocoa	,,	...	...	27,978	...	...	...	...	...	...	26,722
Coffee	,,	...	...	153,644	...	...	...	...	...	...	...
Coal and coke	,,	...	...	...	...	...	...	...	...	...	...
Charcoal	,,	...	...	1,080,000	...	...	...	...	...	...	...
Oats, corn, chickpeas, &c., excepting wheat and dried vegetables	,,	...	...	...	...	...	...	...	2,156,071	...	...
Beer, ale, and sparkling wines	Litres	...	...	...	...	...	...	...	...	...	...
Cement and building materials	Kilos.	...	...	330,473	...	...	...	...	50	...	...
Leather hides, &c.	,,	...	...	...	...	...	...	...	22,457	...	...
Staves	Pieces	...	...	...	...	...	...	...	...	...	...
Tin, bars, and manufactured copper, tin, and zinc	Kilos.	...	...	...	...	...	...	...	...	...	...
Hoop iron and sheet iron	,,	...	...	...	...	...	...	...	701	...	...
Grease, &c.	,,	...	...	...	...	...	...	...	...	...	...
Guano	,,	...	...	...	...	...	...	...	...	...	...
Iron wire	,,	...	...	...	...	...	...	...	...	...	...
Iron tubing, cast and wrought	,,	...	...	...	...	...	...	...	...	...	...
Iron, cast	,,	...	...	...	...	...	...	...	...	...	...
Iron, manufactured	,,	...	...	...	...	...	...	...	31	...	...
Lard and pork	,,	...	...	...	...	...	...	...	...	...	...
Butter	,,	...	...	4	...	...	...	...	...	...	...
Machinery	,,	...	...	...	...	...	...	...	68	...	...
Paper, &c.	,,	...	...	...	...	...	...	...	...	...	...
Petroleum	,,	...	...	...	...	...	...	...	...	...	...
Pimento	,,	...	...	...	...	...	...	...	...	...	...
Cheese	,,	...	...	8	...	...	...	...	...	...	...
Sacks, &c.	Pieces	...	...	...	...	...	...	...	...	...	...
Saltpetre	Kilos.	...	...	728,000	...	...	...	...	...	...	...
Caustic soda	,,	...	...	...	...	...	...	...	...	...	...
Lumber and plank	Cub. mets.	...	...	...	...	...	...	...	...	...	...
Cotton and woollen goods	Kilos.	...	...	3,925	...	...	...	...	...	...	...
Wheat	,,	...	...	...	...	...	...	...	13,662	...	...
Glass, porcelain, and crockery	,,	...	...	...	...	...	...	...	161	...	...

RETURN showing the Principal Articles of Import into the Port of Malaga for the Year 1891, with Country of Origin, and Comparative Totals for 1890–91—continued.

Articles.		Colombia.	Argentine.	Austria.	Portugal.	Spanish Possessions, Africa.	Other Countries.	Turkey.	Russia.	Totals 1891.	Totals 1890.
Oils, paints, colours, &c.	Kilos.	...	170	...	...	...	...	...	...	433,057	...
Steel and iron bars	,,	...	...	...	...	...	...	...	...	8,242,445	14,890,672
Alcohol	Litres	...	335	...	...	...	...	...	...	1,397,022	2,089,175
Cotton, raw	Kilos.	...	...	...	...	...	...	...	...	2,024,544	2,342,077
Cotton, spun yarn, &c.	,,	...	...	...	...	...	...	...	...	2,388	846
Starch	,,	...	...	...	...	...	...	...	...	395,286	321,713
Tar, pitch, and asphalt	,,	...	...	...	...	...	...	...	...	219,662	743,034
Rice	,,	...	...	...	...	...	...	...	...	28,920	...
Sugar	,,	...	...	...	...	...	...	...	...	150,040	1,289,799
Sulphur and chemical products	,,	...	880,000	...	...	...	...	...	...	1,486,362	334,644
Dried codfish	,,	...	...	...	...	...	...	...	...	3,134,416	3,892,101
Paving stones, curb stones, and bricks	,,	...	...	...	...	...	...	...	...	3,551,731	2,199,153
Cocoa	,,	278	...	...	...	...	...	...	...	86,594	239,326
Coffee	,,	...	...	...	...	...	...	...	...	377,874	312,191
Coal and coke	,,	...	...	...	...	...	...	...	...	13,901,690	31,446,585
Charcoal	,,	...	...	...	...	...	...	...	...	1,140,495	1,843,782
Oats, corn, chickpeas, &c., excepting wheat and dried vegetables	,,	...	1,596,489	...	...	...	...	514,850	...	4,717,693	4,652,286
Beer, ale, and sparkling wines	Litres	...	...	...	...	...	...	...	...	119,657	91,433
Cement and building materials	Kilos.	...	3,190	...	4,469	...	...	...	...	6,413,326	5,759,316
Leather hides, &c.	,,	...	14,485	...	...	17,740	...	...	...	123,610	...
Staves	Pieces	...	...	...	...	...	...	...	...	388,051	729,357
Tin, bars, and manufactured copper, tin, and zinc	Kilos.	...	233	...	...	...	...	...	...	507,520	12,160
Hoop iron and sheet iron	,,	...	6,610	...	...	...	...	...	...	537,449	1,791,023
Grease, &c.	,,	...	200	...	...	...	...	...	...	512,528	60,255
Guano	,,	...	...	...	10,200	2,550	...	...	...	2,594,020	1,789,536
Iron wire	,,	...	...	...	...	...	...	...	...	83,650	473,937
Iron tubing, cast and wrought	,,	...	...	...	...	...	...	...	...	661,149	352,700
Iron, cast	,,	...	...	...	...	...	...	...	...	115,383	446,970
Iron, manufactured	,,	...	231	...	...	158	...	...	...	2,877,252	798,083
Lard and pork	,,	...	...	...	...	126	...	...	...	542,984	894,147
Butter	,,	...	...	...	...	...	...	...	...	42,768	43,742
Machinery	,,	...	684	...	...	275	...	...	...	3,676,174	5,294,502
Paper, &c.	,,	...	...	...	...	...	...	...	...	392,824	182,887
Petroleum	,,	...	...	...	...	...	...	...	...	3,938,584	2,139,018
Pimento	,,	...	...	...	...	...	...	...	...	63,131	68,892
Cheese	,,	...	...	...	...	...	...	...	...	81,903	67,552
Sacks, &c.	Pieces	...	...	...	...	...	...	...	...	10,806	49,371
Saltpetre	Kilos.	...	...	...	...	...	...	...	...	728,000	199,835
Caustic soda	,,	...	...	...	...	...	...	...	...	...	696,672
Lumber and plank	Cub. metres.	...	...	...	387	85	...	...	9,989	33,713	46,037
Cotton and woollen goods	Kilos.	...	45,523	...	5,613	257	...	...	...	1,125,695	858,926
Wheat	,,	...	...	...	...	...	...	...	...	15,662	555,235
Glass, porcelain, and crockery	,,	...	313	...	60	292	...	...	...	305,260	...

Annex D.—Return of the Principal Articles of Export from the Port of Malaga for the Year 1891, with Comparative Totals for 1889–91.

Articles.		January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.		
														1891.	1890.	1889.
Fans	Kilos. ...	190	45	...	...	...	...	203	...	200	25	...	...	663	384	1,731
Olive oil	,, ...	381,609	120,205	160,189	170,443	107,393	66,442	72,608	57,271	64,300	89,466	78,667	102,985	1,471,037	3,909,594	15,497,856
Olives	,, ...	1,925	1,631	5,841	2,255	625	1,240	1,386	2,511	1,218	4,108	7,599	7,881	38,620	67,909	38,307
Alcohol and spirits	Litres ...	4,939	3,542	5,058	6,143	11,038	5,312	...	1,964	8,745	16,596	2,571	3,829	69,742	51,734	34,245
Garlic	Kilos. ...	180	1,800	...	...	...	17,880	9,494	3,425	...	100	1,390	3,970	38,239	228,838	213,242
Almonds	,, ...	...	...	...	...	...	...	...	7,400	...	...	...	...	7,400	491,006	486,029
,, shelled	,, ...	12,648	9,910	12,532	4,070	...	526	990	18,195	223,236	250,315	139,042	102,330	773,394	159,117	250,045
Canary seed ...	,, ...	2,300	7,792	29,606	290	1,980	446	2,520	40,970	16,940	12,318	...	14,850	130,006	90,806	102,991
Aniseed	,, ...	13,902	115,075	2,960	2,490	3,339	13,535	500	4,502	9,013	4,710	4,979	19,248	194,251	166,747	73,796
Rice	,, ...	834	1,576	1,707	198	...	189	...	...	590	15,885	2,708	15,304	38,991	8,719	12,287
Hazel nuts ...	,, ...	...	...	...	...	...	...	...	208	170	230	...	575	1,183	3,228	9,219
Saffron	,, ...	21	...	...	...	14	...	...	...	...	...	22	...	57	560	104
Cocoa shell ...	,, ...	...	340	368	5,060	...	...	1,950	3,110	1,610	1,865	11,758	6,800	32,861	24,288	28,748
Orange peel, &c.	,, ...	800	53,103	12,550	16,030	10,267	7,138	14,660	2,158	32,51	4,357	5,897	...	159,475	229,509	212,903
Chestnut, &c. ...	,, ...	...	...	...	...	...	...	...	...	...	...	5,200	380	5,580	44,801	23,095
Onions	,, ...	750	1,150	...	...	...	...	...	...	2,200	...	416	...	4,516	29,950	4,720
Cummin seed ...	,, ...	180	100	130	1,976	34	180	383	2,530	18,589	460	1,634	275	26,476	22,066	72,666
Preserves in tins	,, ...	995	2,568	101	194	224	...	2,090	80	95	...	3,544	1,134	11,025	26,278	25,432
Corkwood ...	,, ...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	1,816
Corks	,, ...	..	...	...	...	...	...	...	...	...	...	...	...	...	34	16,500
Chocolate... ...	,, ...	481	372	437	303	145	321	274	80	661	...	2,335	370	5,779	5,956	6,016
Sweets	,, ...	175	49	40	...	...	...	...	...	100	2,082	194	1,093	3,733	4,361	991
Esparto	,, ...	...	200,000	...	150,000	300,000	...	...	...	...	343,000	...	200,000	1,193,000	1,300,950	1,122,607
Dried fruits ...	,, ...	13,020	4,575	...	...	460	1,241	...	...	7,776	7,089	4,030	660	38,851	93,058	51,843
Green ,, ...	,, ...	...	1,500	3,400	...	...	...	...	...	...	2,256	...	1,023	7,979	8,640	10,669
Chickpeas ...	,, ...	189,165	90,748	254,053	110,225	19,670	79,652	87,584	76,642	161,891	61,183	149,097	272,053	1,531,963	1,658,718	1,743,767

RETURN of the Principal Articles of Export from the Port of Malaga for the Year 1891, with Comparative Totals for 1889–91—continued.

Articles.		January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.		
														1891.	1890.	1889.
Pomegranates ...	Number	...	...	...	...	...	...	...	75,910	232,250	22,180	400	...	330,740	376,444	389,280
Dried vegetables	Kilos. ...	9,400	1,493	900	2,290	...	4,860	...	914	10,080	...	940	1,327	32,124	1,480	56,083
Figs	,, ...	1,970	...	...	200	...	...	...	...	43,772	109,445	29,882	63,879	249,148	479,119	208,480
Soap	,, ...	...	4,830	...	920	4,580	4,400	...	...	...	581	...	670	16,981	4,613	31,230
Lemons	,, ...	10,500	22,000	21,500	...	...	...	...	10,000	841,082	1,410,491	307,665	159,351	2,782,589	3,793,438	4,097,283
Minerals	,, ...	...	30,000	9,850	21,800	42,850	40,000	...	1,675	10,575	4,036	...	...	310,000	...	90,600
Cards	,, ...	40	...	...	...	...	...	...	...	...	...	9	...	49	15	235
Oranges	,, ...	134,200	96,325	20,080	37,150	70,600	...	3,230	520	800	26,590	161,566	406,427	957,488	2,058,536	1,169,896
Palm leaf manufactures ...	,, ...	...	...	2,480	16,790	...	12,950	11,850	2,960	13,340	12,340	2,570	18,667	93,917	93,302	100,826
Cigarette paper ...	,, ...	...	248	45	...	200	...	...	...	...	...	...	...	493	295	3,046
Raisins	,, ...	137,208	97,256	102,136	105,916	69,365	60,486	34,632	26,340	729,700	1,720,318	817,888	1,831,299	5,736,044	4,192,565	5,511,864
Salt fish	,, ...	...	...	113	96	...	...	...	...	323	2,805	2,810	370	6,517	8,117	700
Pimento	,, ...	10,162	3,860	793	500	409	5,152	2,075	3,200	4,438	554	8,343	5,860	45,346	44,765	100,623
Silver (coin) ...	,, ...	...	...	...	833	2,754	628	161	540	730	...	17	...	5,663	4,029	34,515
Silver lead ...	,, ...	64,450	1,259,459	507,633	406,652	780,500	657,576	...	...	...	...	...	...	3,676,221	11,505,432	4,560,523
Lead	,, ...	928,724	829,410	669,226	2,025,426	1,309,263	1,608,752	2,825,778	2,598,393	5,442,883	5,606,016	1,762,110	2,329,021	27,935,002	10,145,921	17,524,603
Liquorice root ...	,, ...	...	...	85,363	142,000	57,000	187,000	...	...	...	...	...	2,000	443,362	484,511	263,446
Grapes	,, ...	200	660	...	...	...	...	...	7,876	203,585	181,398	17,424	8,770	419,913	1,185,034	438,991
Vinegar	Litres ...	...	1,239	450	...	2,770	448	2,420	120	940	...	...	...	8,387	23,474	29,756
Wine	,, ...	947,924	496,594	962,424	923,664	993,335	658,264	495,240	571,157	689,662	1,190,371	855,277	2,005,479	10,792,875	9,021,663	9,203,388

List of the Principal Merchants of Malaga.

Description.	Names of Firms.	Address
Alcohol ..	Rein and Co.	Alameda Hermosa
	Carlos Krauel	Muelle, 63
	Jimenez and Lamothe	Calle Larios
	Amat. Hermanos	St. Juan de Dies, 20
Banks and Bankers	Bank of Spain (branch)	Alameda Hermosa
	Clemens and Petersen	Alameda de Colon
	Cumming and Van Dulken ..	Alameda de Colon
	Rein and Co.	Alameda Hermosa
Cement ..	Casenave, Mirasson, and Co. ..	Calle St. Juan
	Antonio Chacon	Calle Cisneros, 58
	J. Herrera Fajardo	Calle Especerias, 24
	Goux and Tembourg	Calle Especerias, 14
Coal and coke..	Hijos de M. Larios	Alameda, 1
	Hijos de M. A. Heredia	Alameda, 28
	Carlos Larios	Alameda, 18
	Rupert Heaton	Fabrica de la Esperanza
	Jimenez and Hermano	Alameda, 21
	E. Herrera Ferrer	Muelle, 63
	Pacheco Brothers	Calle Martinez
Cognac ..	Jimenez and Lamothe	Calle Larios
Codfish ..	Crook, Hermanos, and Co. ..	Alameda, 21
	Mathias Huelin and Co.	Alameda Colon
	Cumming and Van Dulken ..	Alameda Colon
Drugs and chemicals	Juan Alonzo..	Santa Maria
	Lozano Julian	Luis de Velasquez
	Juan Canales	Compania, 15
	Manuel Comitre	Des Accras
	Francisco Garcia	Camiceria, 46
	E. Garnica	Cister, 24
	Gonzalez Marfie	Compania, 36
	Antonio Mamely	Plaza Rieg, 1
	Perez de Guzman	Plaza Constitucion, No. 16
	Perez Souviron	Calle Granada, 42
	Agustin Prolongo	Puerta del Mar, 7
	Agustin Perez	Marques Larios
	Antonio Chacon	Cisneros, 58
	J. Herrera Fajardo	Especerias, 24
Fruit	Clemens and Petersen	Alameda Colon
	Cumming and Van Dulken ..	Alameda Colon
	Garret and Co.	Calle Martires
	Edward Loring	Alameda
	Juan Oyarzabal	Peligro, 7
	Rein and Co.	Alameda Hermosa
Gas	Compania del Alumbrado	Molina Larios, 5
Crockery ..	Francisco Huelin	Calle M. de Larios
	"El Globo"	Calle Nueva
	Alonzo Hermanos	Calle Santa Maria
Groceries ..	George Hodgson	Puerta del Mar
	Serafin Soto	Calle Nueva
	Accña Hermanos	Puerta del Mar
	Francisco Echecopar	Calle de la Bolsa, 17

List of the Principal Merchants of Malaga—continued.

Description.	Names of Firms.	Address.
Groceries—continued	Juan Fernandez	Plaza de los Moros, 14
	Feliciano Garcia	Calle San Juan, 61
	Augustin Ledesma	Plaza Ariola, 10
	Merida Hermanos	Calle St. Juan, 49
	Ruiz Saenz	Calle Margaret, 5
Furniture	Juan Alonzo	Calle Santa Maria
	José Cabezas	Plaza Constitucion
	Lozano Julian	Luis de Velasquez
Drapers	Gomez Hermanos	Calle Nueva
	Conde and Prados	Calle M. de Larios
	Marmolejo and Co.	Calle Granada
Iron and machinery	Rupert Heaton	Fabrica la Esperanza
	Hijos de M. A. Heredia	Alameda, 8
	Hijos de M. Larios	Alameda, 2
	Carlos Larios	Alameda, 14
	Carlos Larios-Segura	Alameda, 16
	Eduard Huelin	Alameda, 42
	Briales and Castel	Alameda, 40
	Martin Heredia	Alameda, 11
	Francisco Cahera	Plaza de Toros Vieja
	Antonio Dominguez	Torrijos, 32
	Garcia Arcaya and Co.	Alameda, 19
	E. Martinez	Tiro, 2
	Portal Hermanos	Sagusta, 8
	Antonio Rosado	Torrijos, 8
Flowers, plants, and seeds	Juan Lopez Morales (Gardener British Cemetery)	Noble hospital
Perfumery (Essences for)	Carlos Larios and Segura	Alameda, 16
	George Hodgson	Puerta del Mar
	Francisco Huelin	Calle M. de Larios
Olive oil	Amat. Hermanos	San Juan de Dios, 20
	Clemens and Petersen	Alameda Colon
	Deluis Hermanos	Peligro, 7
	Gross and Co.	Alameda, 1
	Rein and Co.	Alameda Hermosa, 4
	Hijos de Pedro Vals	Alameda Hermosa, 5
Manures	Compania Agricola y Salinas de Fuente Piedra	Canales, 3
Printing	Carrera and Hijo	Plaza Constitucion, 32
	Antonio Carrion	Comedias, 28
	"Correo de Andalucia"	Cusapalma
	Narciss Franquelo	Alcazabilla, 20
	R. Garcia Sanchez	Mariblanca, 19
	Viuda de Gil de Montes	Cinteria, 3
	Manuel Martinez	Pozos Dulces
	Muñoz Maddueño	Molina Lario
	Ramon Parraga	Calle Marques de Larios
	"Avisador Malagueno"	Marques

List of the Principal Merchants of Malaga—continued.

Description.	Names of Firms.	Address.
Ironmongery ..	Flaquer and Hijo	Calle Nuevo de Puerta Nueva
	Gomez Saenz and Co.	Calle Marchanto, 12
	José Gutierrez	Santa Maria
	"El Candado"	San Juan
	Barrera Hermanos	Calle Nueva
	Marcoso and Enciso	Calle Compania
	Goux and Tembourg	Marques de Larios
	Casenave, Mirason and Co. ..	San Juan
Sewing machines	Adolfo Bergmann	Calle Especerias
	M. Bing	Calle Granada, 51
	Lacour and Lesage	Pasage de Alvarez
	Singer Sewing Machine Co. ..	Angel, No. 1
Textiles ..	José Alvarez	Calle Nueva, 11
	M. Benito and Co.	Calle Nueva, 66
	Basas and Terrats	Santa Maria, 13
	Garcia Pons and Co.	Luis Velasquez, 3
	Gomez Hermanos	Calle Nueva, 8
	Gomez and Diaz	Calle Torril, 3
	Conde and Prados	Calle de M. de Larios
	Martinez and Gimenez	Calle Nueva, 21
	Maso Carrillo and Co.	Martinez, 3
Barrel factory..	Plews and Co.	..
Spirits.. ..	Barcelo and Torres	Malfiro
	Morales and Hijo	Peligro, 19
Steamship and shipping agents	Clemens and Petersen	Alameda Colon
	Vicente Baquera and Viuda de Scholtz	Alameda, 35
	W. C. Bevan and Co.	Casas de Campos, 21
	Andrew Bjerre	Coslina del Muelle, 21 and 23
	Charles Farquharson	Muelle, 65
	MacAndrews and Co.	Muelle, 79
	Juan Roose	Bolsa, 1
	Mowbray Brothers	Muelle, 25
	Edward Loring	Alameda, 21
	Crooke, Bros. and Co.	Alameda, 21
	Juan Oyarzabal	Peligro, 7
Wine merchants exporters, and stores, &c.	Barcelo and Torres	Malpica, 1
	Delius, Hermanos, and Co. ..	Peligro, 7
	Garret and Co.	Casas de Campos
	Federico Gross and Co.	Alameda, 1
	Hijos de M. A. Heredia	Alameda, 28
	Jimenez and Lamothe	Marques de Larios, 1
	Moreno Mazon and Hijos	Andres Perez, 1
	Nagel Disdier Hermanos	Cuarteles, 35
	Pries and Co.	Avenida de Pries
	Ramos Tellez (Hijo de E.) ..	Fortuny
	Rein and Co.	Alameda Hermosa
	Rittwagen (Adolfo)	Pescaderia, 27
	Romera de la Bandera	Plaza Moros, 16
	Scholtz Hermanos	Alameda Colon
	Clemens and Petersen	Alameda Colon
	Crooke, Hermano and Co.	Alameda, 21
	Edward Loring	Alameda, 21
	Hijos de M. A. Heredia	Alameda, 7

ADRA.

Mr. Consular-Agent Benet reports as follows:—

There has been no alteration worthy of notice compared with previous years.

Mining industry is passing through a difficult conjuncture on account of the fall in the price of lead; and the number of smelting works of that metal have been reduced to three.

These continue to be very scanty, and insufficient to provide for the necessities of the fishermen, who are obliged to implore charity whenever bad weather prevails for more than three days. Fisheries.

The production of the sugar cane has been somewhat greater and of better quality than last year's crop, better prices having been obtained on account of the rise in the price of sugar. The greater part of the valley or "vega" continues under water, and hitherto no measures have been devised to remedy the disaster.

The following are returns of imports and exports; but it must be understood that many articles are conveyed inwards as well as outwards by land carriage by the road which connects this town with Almeria:—

IMPORTS.

	Kilos.
Coal and coke	2,231,322
Cotton	137,636
Machinery	8,008
Spun yarns	31,614

EXPORTS.

	Kilos.
Lead	3,642,818
Galena	630,268
Calamine	292,000

AGUILAS.

Mr. Vice-Consul Naftel reports as follows:—

During the past year (1891) the following vessels cleared:— Shipping.

Nationality.	Number of Vessels.	Tons.
British .. .. (steamers	56	44,033
French	5	2,791
Norwegian	4	1,362

IMPORTS.

Imports.

Articles.	Quantity.	From—
	Tons.	
Railway plant	2,318	Great Britain
,, ...	1,349	France
Coal and coke	1,871	Great Britain
Cement	950	France
Timber	362	Sweden

And small lots of iron tubing from England, and Decauville railway plant from France.

EXPORTS.

Exports.

Articles.	Quantity.	For—
	Tons.	
Esparto	19,582	Great Britain
Iron ore	11,520	Great Britain
,, ...	7,700	France
,, ...	1,270	Holland
Oranges, grapes, lemons	300	France and England

Railways.

The works of the Great Southern of Spain Railway Company, Limited, of London, have been pushed forward as far as the town of Baza, in the province of Granada, and are progressing with all possible speed. The carrying trade for goods, as well as passenger traffic, promise well in this district, where the line has been in full working order throughout the present year. Once the entire line from Murcia to Granada is completed, Aguilas will be considered as the receiving port for all material to be introduced. As proof of the advantages of bringing merchandise down to Aguilas by this line, the following articles have been run into this station during the past year, the first complete 12 months of its establishment:—

	Tons.
Iron ore	30,000
Esparto	7,250
Straw	4,083
Flour	1,906
Fruit	800
Barley	665
Timber	338
Wines and spirit	162
Petroleum	187
Sundries	1,600
Total	47,091

Railway bridge.

A bridge of two spans of 40 metres each, of Belgian manufacture, has been successfully put together at Lorca, connecting

the line from Murcia to Lorca with that from Lorca to Aguilas and the main line to Granada, thus avoiding unloading and transfer of goods from trucks of one company's line to that of the English company, which will be of immense advantage to receivers of merchandise from districts lying on the Madrid-Zaragoza line. This magnificent bridge has been recently tested officially and approved by the Spanish Government engineers and inspectors.

Harbour dues.

Continue at 50 c. on all cargo landed or shipped, payable by vessels, and 68½ c. on same by receivers or shippers, which is considered far too heavy.

Esparto.

Shipments have been larger by 2,000 tons than during the preceding year. This season's crop is expected to be an average one, and quality promises to be fairly good.

Iron ore.

Exports are rapidly increasing. The quantity shipped in 1891 is double that of 1890. Large stocks are in hand at different mines and at depôts on quays here. One firm is now laying a Decauville railway from a large producing mine in the Sierra de en Medio to the station at a very short distance, where the ore is put into the trucks of the Great Southern of Spain Railway Company, reaching Aguilas in about one hour's run. The quality of these ores appears to be highly appreciated in the English and French markets; and it is evident that Aguilas is destined to become an important shipping place for these and other minerals now being brought down for the first time. The mines lie within easy distance of the new railroad, and every facility is offered for transport and shipment. Steamers now load broadside on to quay, and receive excellent dispatch.

Climate, health, &c.

Aguilas enjoys an equable and very pleasant climate from October to May. The supply of fresh water is abundant and pure; its sandy shores render it unequalled as a bathing resort; new establishments have been erected similar to those at watering places in the north of Spain, where every convenience is found for bathers of both sexes, hot sea-baths being also procurable, all at a very moderate cost. Its position renders it extremely healthy, even during the hottest season, when the thermometer rarely marks 82 degrees Fahrenheit in the shade, in winter the average is 61 degrees Fahrenheit, seldom dropping to 50 degrees Fahrenheit.

Hotel accommodation.

In this respect the town is sadly deficient, and this is the more to be regretted now that Aguilas has been brought into direct and easy communication by rail with Madrid and the large inland towns; a moderate sized and fairly good hotel, situated advantageously near the sands, would prove a remunerative undertaking, as the influx of visitors during the summer months is very large, as many as 500 arriving by rail only in one day, and these would be greatly increased were travellers sure of finding suitable accommodation.

Coasting steamers.

Call here weekly, touching at Carthagena, Alicante, and Valencia on their way up to Barcelona, and downwards at Malaga and Cadiz. The fares are not high, the accommodation fairly good, and the food such as is found at small hotels.

The attention of growers in this neighbourhood is being gradually drawn to the advantages now offered them for shipment of their produce, such as oranges, lemons, almonds, figs, and grapes, which can be brought here by rail in a few hours, conveyed with special care, and put on board ship with ease and safety.

Trade. Generally, is looking up, and the coming year will undoubtedly show a good result, principally due to the laying of rails in the immediate neighbourhood.

Almeria.

Mr. Vice-Consul Lindsay reports as follows :—

Shipping. The number of British vessels which entered the port in 1891 was less than that of 1890.

Entered.

Year.	Number of Vessels.	Tons.	Crews.
1890	157	132,001	3,304
1891	134	109,899	2,747

Cleared.

Year.	Number of Vessels.	Tons.	Crews.
1890	155	130,605	3,273
1891	136	111,295	2,777

No British sailing vessel entered the port, or, at least, was reported at the Vice-Consulate in 1891.

During this year, according to statistics from official sources, the total number of vessels of all sorts engaged in the import trade was 273 with an aggregate tonnage of 196,157 tons. The export trade was carried in 331 vessels with a total tonnage of 204,176 tons. These figures must necessarily be wrong, as will be apparent from one moment's glance at the subjoined table obtained from official sources.

ENTERED.

Nationality.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	45	47,333	1	681
Spanish	219	144,040	21	4,328
Other nationalities ..	9	4,784	20	5,679
Total	273	196,157	42	10,688

CLEARED.

Nationality.	Steam.		Sailing.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	121	96,647	1	105
Spanish	165	83,060	13	2,933
Other nationalities ..	18	17,333	13	3,498
Total	304	197,040	27	6,536

These figures are evidently wrong, as there were 134 British vessels which entered and 136 cleared from this port.

Sugar works.

Those referred to in last year's report as having been taken over by Messrs. Cumella and Co. for the manufacture of beet sugar have unfortunately once more been abandoned through the failure of these people.

The machinery which was in process of erection has been seized by the Fives-Lille Company, who supplied it.

Railways.

Almeria-Alhamilla Company, Limited.

This railway is rapidly progressing, the total length of the line from the station at Almeria to that of the Baños of the Sierra Alhamilla is 16 kiloms., and it is said that the line will be ready for transport in September. This railway, which is chiefly intended for the transport of iron ore from the Sierra Alhamilla, will also bring the produce of the towns and villages near which it passes. By this means the greater part of the vega of Almeria will find a cheap rate of transport for its fruit and vegetables; and in a similar way the towns of Viator Huercal and Pechina will equally benefit. There is a projected prolongation of this railway to the mines at Alfaro—length, 6 kiloms., and a further projected prolongation from Alfaro to the iron mines

of Lucainena about 25 kiloms., or, in the event of the latter not being carried out, from Lucainena to Agua Amarga on the coast of the Mediterranean, the length being 32 kiloms. The directors of these lines are Mr. H. Borner, London, and Don Manuel Francisco Reguena, Almeria, and the company has offices in London and Almeria. From the mines situated at the Baños of Sierra Alhamilla it is calculated that about 600 tons of iron ore of excellent quality will be brought down daily.

Linares-Almeria Railway.

The works are being carried on with the greatest possible activity throughout the whole line.

The pier extension goes on steadily.

Harbour works.

There are now completed (May 31) 826·30 met. of the new portion of the western mole with a depth of water at the end of the breakwater of 14·20 met.

On May 31 the eastern limb of the harbour extended to 195 met. with an extreme depth of water of 84·0 met.

Lead smelting.

This branch of industry is unfortunately at a standstill, owing to the failure of Messrs. Cumella and Co.

Imports.

Some 10,655 tons of coal and two entire cargoes of rails and sleepers form the chief articles of foreign importation. The official statistics are so untrustworthy that I do not give them at all.

Exports.

These continue to be chiefly iron ore, esparto and grapes. About 30,000 tons of esparto, some 10,000 tons of iron ore, and 650,000 barrels of grapes, 248,000 of which went to the United States and the remainder to Great Britain. 7,000 cases of almonds and 1,000 boxes of oranges also were sent to the United Kingdom.

Floods.

The disastrous floods which occurred on September 11 swept away vineyards and dwelling-houses. There was also, unfortunately, considerable loss of life. A repetition on October 18 put the finishing stroke of disaster to the grape crop, which, in consequence, was diminished by about 40 per cent.

Only one English sailing ship entered the port of Almeria in 1891.

Cartagena.

Mr. Vice-Consul Milvain reports as follows:—

Year.	British Vessels Entered.		British Vessels Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1891	308	287,338	326	316,318

Shipping.

Last year shows a great falling-off in the number of British vessels which entered this port; indeed, it has been the worst year of any for a long time back. In comparison with the previous year there is a decrease in the number of vessels entering of 221 and in the tonnage of 231,496 tons. This decrease may be put down entirely to the small demand which prevailed for the iron and manganese ores of this district, and which, I believe, was not confined to here alone.

Exports.

Iron ores. This export shows a very large decrease, being only a little over half of what was exported during the previous twelve months. The total quantity shipped was 421,200 tons, and was sent to the following countries:—

	Tons.
United Kingdom	198,273
United States of America..	165,227
Holland	40,400
France	17,300

Of the ore shipped to the United States of America, 51,851 tons were manganiferous iron ore and the remainder dry iron ore.

Zinc ores. The exportation of these ores has also decreased, the quantity exported being 7,500 tons, as against 10,150 tons in the previous year. The whole quantity was sent to Belgium.

Esparto. 15,017 tons of esparto were shipped during the past year to England and Scotland, being a decrease as compared with the previous 12 months, but exceeds slightly the quantity shipped in 1889.

Green fruit. The exportation of grapes from this port has been discontinued as it was found that the class grown in the district would not stand the voyage.

For the first time apples were shipped to England, the quantity being about 430 tons.

Lead. Lead in pigs was exported from this port as follows:—

To—	Silver Lead.	Soft Lead.	Total.
	Tons.	Tons.	Tons.
France	18,000	6,400	..
United Kingdom	8,601	11,230	..
Belgium..	7,300	..	..
Spain (Barcelona)	..	1,140	..
Italy	..	700	..
Total	33,901	19,470	52,371

Lead ore in the natural state was exported to:—

	Tons.
Belgium	1,790
France	690
United Kingdom	600
Total	3,080

Or as nearly as possible the same quantity as was exported the year before.

Imports.

Coal and coke. The following are the quantities of coal and coke imported here during 1890:—

	Tons.
Coal	61,087
Coke	30,870

These quantities compared with the previous year show an increase in the import of coal of 5,387 tons and a decrease of 2,730 tons of coke.

Wood. Three mixed cargoes of pitch-pine lumber and timber consisting of 1,176,000 superficial feet were received from the Southern States of America in Scandinavian bottoms. From Canada 588 St. Petersburg standards of spruce deals were imported, and from the Baltic 4,300 standards of pitch-pine deals.

Codfish. 1,058 tons of salt cod-fish were received from Norway and 270 tons from Newfoundland.

Harbour Works.

Harbour works. These works are being continued and during the past year a large quay on the north-east side of the harbour was completed and vessels go alongside to discharge their cargoes.

Dredging operations are still going on with the view of getting a minimum depth inside the port of 28 feet.

The public health continues good.

RETURN of British Shipping at the Port of Cartagena in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
89	14	103	64,870	13,711	78,581	1,877	£ 104,450	169	...	169	141,957	...	141,957	3,277	£ 463,386

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes	In Ballast.	Total.		
								£									£
Spain	...	103	103	...	83,629	83,629	1,958	...	America	57	...	57	85,079	...	85,079	1,431	50,310
Italy	...	53	53	...	70,333	70,333	1,229	...	Netherlands ...	21	...	21	23,125	...	23,125	439	25,720
France	...	40	40	...	45,318	45,318	924	...	Belgium	9	...	9	7,492	...	7,492	190	33,925
Austria	...	1	1	...	1,987	1,987	36	...	France	4	27	31	3,446	20,734	24,180	570	3,360
Egypt	...	2	2	...	3,256	3,256	57	...	Turkey	...	1	1	...	91	91	5	...
Portugal	...	4	4	...	2,892	2,892	70	...	Spain	...	36	36	...	23,519	23,519	636	...
Belgium	1	...	1	712	...	712	23	2,000	Italy	...	2	2	...	875	875	23	...
Russia	...	1	1	...	630	630	14	...									
Total	1	204	205	712	208,045	208,757	4,311	2,000	Total... ...	91	66	157	119,142	45,219	164,361	3,294	163,255

GARRUCHA.

Mr. Vice-Consul Pecket reports as follows :—

It will be seen, and in detail, by the annexed tables that there has been an increase both in the amount of the value of imports and exports this year in comparison with those of 1890.

The difference is as follows :—

Foreign imports, 25,070*l.* more ; exports, 42,495*l.* more.

The excess in the imports consisted of the value of 4,027 tons of coke, 2,530 tons of coals and 161 tons of machinery more than in 1890, and points to the steadily reviving activity in the lead smelting districts. The increase of 2,404*l.* in the value of the coasting imports which consisted of lead ore is also attributable to the same cause, as is clearly the great increase in the value of the foreign exports represented by the value of 2,200 tons of silver lead sent to England.

The gross amounts of value of imports and exports during the years 1890 and 1891, are as follows :—

	Value.	
	1890.	1891.
	£	£
Imports	172,036	199,510
Exports	443,976	477,256
Total	616,012	676,766
Increase	..	60,754

The following tables show the particulars and approximate value of the imports and exports for the year 1891 :—

IMPORTS, FOREIGN, 1891.

Articles.	Quantity.	Value.
	Tons.	£
Coke	19,814	39,600
Coals	6,955	10,400
Manufactured iron	59	650
Firebricks and clay	57	170
Machinery	161	12,450
Petroleum and tar	71	650
Various articles	18	720
Total	27,135	64,640

COASTWISE.

Articles.	Quantity.	Value.
	Tons.	£
Petroleum	400	3,600
Salt..	671	671
Rice	455	5,460
Flour	45	540
Lead ore	9,050	72,400
Iron „	1,857	1,485
Timber and deals	808	8,080
Esparto	24	216
Cotton and woollen good.. ..	76	15,200
Coke	111	109
Soap	462	11,550
Iron and steel in bars, &c. ..	195	2,410
Chemicals and drugs	7	77
Salt fish	16	352
Sugar	101	4,040
Spirits of wine	32	1,280
Hydraulic cement..	250	750
Various articles	166	6,640
Total	14,726	134,860

EXPORTS, FOREIGN, 1891.

Articles.	Quantity.	Value.
	Tons.	£
Iron ore	117,600	59,300
Silver lead	11,900	357,500
Esparto	5,950	41,650
Oranges and lemons	534	4,200
Palmeto leaves	90	750
Copper matt	44	2,200
Various articles	9	360
Total	136,127	465,960

COASTWISE.

Articles.	Quantity.	Value.
	Tons.	£
Marble	31	868
Soapstone..	302	1,208
Palmeto	49	343
Indian corn	20	160
Esparto	48	432
Selenitic lime	10	5
Soap	4	100
Rice	33	390
Flour	51	612
Bar iron	7	63
Dried figs..	35	70
Fruit	53	160
Oranges and lemons	115	975
Lead ore	230	2,040
Firebricks	24	70
Various articles	95	3,800
Total	1,107	11,296

Exchange and Commerce.

The nearest public bank is the branch of the Bank of Spain, established at Almeria, and no fixed rate of exchange is possible here but depends on the exigencies of private firms.

There is a large inland trade, of which no statistics whatever can be obtained of articles for which this port is not licensed, such as woollen and cotton goods, hardware and cutlery, &c., and English manufacturers and traders would do well to send circulars, catalogues, price lists, &c., in Spanish, and this cannot be too much insisted on as it is an absolute waste of money to send these either in French or in the English language, which are unknown except by those engaged in purely shipping business at the port itself.

Shipping and Navigation.

The following table exhibits the amount of British and foreign shipping for the year, to which is added, for the purpose of comparison, a similar return for the year 1890.

TABLE showing the Number of Foreign Trade Vessels Entered and Cleared at the Port of Garrucha in 1891.

ENTERED.

Flag.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo Discharged.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
British	26	19,698	480	26,113	76	78,466	1,686	102	98,164
Spanish	4	2,836	93	460	1	1,010	25	5	3,846
Other flags	4	784	37	300	1	1,349	22	5	2,133
Total	34	23,318	620	26,873	78	80,825	1,733	112	104,143

CLEARED.

Flag.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo Discharged.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
British	100	97,676	2,140	128,798	4	3,156	77	107	100,832
Spanish	4	3,549	86	3,434	..	..	..	4	3,549
Other flags	5	2,308	59	3,441	..	..	..	5	2,308
Total	112	103,533	2,285	135,675	4	3,156	77	116	106,689

TABLE showing the Number of Foreign Trade Vessels Entered and Cleared at the Port of Garrucha in 1890

ENTERED.

Flag.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo Discharged.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
British	21	16,386	395	20,230	128	114,528	2,569	149	130,914
Spanish	1	58	7	85	2	1,753	24	3	1,811
Other flags	4	2,851	66	3,120	1	827	16	5	3,678
Total	26	19,295	468	23,435	131	117,108	2,609	157	136,403

CLEARED.

Flag.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo Discharged.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
British	135	120,328	2,633	187,189	17	12,942	300	152	133,270
Spanish	5	1,726	48	3,111	4	183	24	9	1,909
Other flags	13	9,929	386	4,320	..	..	..	13	9,929
Total	153	131,983	3,067	194,620	21	13,125	324	174	145,108

Return of British Shipping at the Ports of Garrucha and Villaricos for the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
25	2	27	18,510	2,209	20,719	497	£ 52,100	70	...	70	60,445	...	60,445	1,392	394,200

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	...	44	44	...	37,375	37,375	852	...	Spain	...	7	7	...	5,349	5,349	127	...
Italy	...	20	20	...	26,085	26,085	474	...	Germany ...	4	...	4	4,549	...	4,549	86	4,200
France	...	9	9	...	10,748	10,748	194	...	United States ...	17	...	17	23,437	...	23,437	392	21,100
Portugal	...	1	1	...	811	811	20	...	Portugal ...	...	...	...	...	...	...	...	...
								...	France	4	5	9	2,962	3,946	6,908	160	2,800
Total	...	74	74	...	75,019	75,019	1,540	...	Total	25	12	37	30,948	9,295	40,243	765	28,100

TOTAL Imports and Exports in British Vessels in 1891, compared with those in 1890.

Year.	Imports.			Exports.			Total.
	Steam Ships.	Sailing Ships.	Total.	Steam Ships.	Sailing Ships.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1891	26,113	...	26,113	128,798	...	128,798	154,911
1890	18,632	1,593	20,230	185,961	1,228	187,189	207,419
Difference ...	+ 7,481	− 1,593	+ 5,883	− 57,163	− 1,228	− 58,391	− 52,508

The imports were coke, coals, and machinery from the north-east ports of England.

The exports consisted chiefly of silver-lead, iron ore, and esparto. The whole of the silver-lead and esparto was shipped to England in British bottoms, and the iron ore to the following countries also in British ships.

Country.	Number of Vessels.	Tons.
England	38	56,800
United States of America.. ..	17	46,500
Germany	4	9,300
France	4	5,500
Total	63	117,600

The coasting trade is still carried on exclusively by native craft and is shown in the following comparative tables which are taken entirely from the custom-house statistics :—

Number and Tonnage of Spanish Coasting Vessels Entered and Cleared in 1891.

Entered.

Class.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
Steam ships	24	3,565	314	612	50	41,781	1,020	74	45,346
Sailing „	355	15,564	1,032	13,886	2	119	13	357	15,683
Total	378	19,129	1,346	14,498	52	41,900	1,033	431	61,029

Cleared.

Class.	With Cargo.				In Ballast.			Total.	
	Number of of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
Steam ships	10	1,440	130	88	15	4,017	226	25	5,457
Sailing „	132	2,382	613	1,413	314	13,929	1,874	446	16,311
Total	142	3,822	743	1,501	329	17,946	2,100	471	21,768

Number and Tonnage of Spanish Coasting Vessels Entered and Cleared in 1890.

Entered.

Class.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
Steam ships	27	3,866	351	552	9	430	66	36	4,296
Sailing „	319	13,398	1,972	12,075	33	199	163	352	13,597
Total	346	17,264	2,323	12,627	42	629	229	388	17,893

Cleared.

Class.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
Steam ships	14	2,006	182	144	17	1,691	172	31	3,697
Sailing „	65	2,682	378	1,145	263	10,974	1,610	328	13,656
Total	79	4,688	560	1,289	280	12,665	1,782	359	17,353

Population and Industries.

The population remains about the same as last year.

Lead mining and smelting is slowly reviving, and when the general pumping station on the mines is once more in operation will undoubtedly resume its wonted activity.

The iron mines are being extensively worked in the western part of the districts, and carefully investigated in the eastern part, with the result that very much more ore than was at first supposed will be shortly available for shipment. Prospecting in the hills near the mines at present at work has resulted in the discovery of a considerable deposit of magnetic iron-stone, the analysis of which gives 64 per cent. of metallic iron, 0·01 per cent. of sulphur, and 0·024 per cent. of phosphoric acid. This is a large grained magnetite with about 5 per cent. of silica, and is especially suitable for making Bessemer steel. This lode runs about east and west, and is accompanied on the north by a dike of felsite, and on the south by granitic rocks, gneiss, and quartzite, containing large crystals of tourmaline.

Agriculture and Climate.

The crop of wheat, barley, and maize has been an average one.

The olive oil crop has been exceptionally good both in quantity and quality.

Figs have also been abundant, oranges and lemons above the average. About 4,200*l.* value of these have been exported to England, the average price being 10*s.* per box of 450 oranges to 500 oranges.

Grapes continue to be planted in large quantities, and it is every day becoming more apparent that the soil and climate of this district are especially suited to the cultivation of both raisin and wine grapes.

It has been suggested to me that there is a good field open here to Englishmen of small capital, who are induced to emigrate to California and other distant countries where the land is neither better nor cheaper, or the climate in any way superior, with the advantage in favour of the south of Spain of being nearer home, and of being able to obtain cheap and abundant labour and domestic servants.

The climate of this part of the coast distinguishes itself from the rest of the peninsular in that it scarcely ever snows or freezes. The winds from the south-east which prevail come nearly direct from the African side, are reflected from the high Granada plateau, and elevate the temperature of the coast to a degree greater than is due to its latitude, defended as it is by the Sierras of Almagro and Almagrera from the north winds. The warmest part of the Spanish coast is that called La Marina, which may be said to extend from Adra on the west to Cape Palos on the east, and

the coast of this district is immediately in the centre of this zone. The average temperature of the coldest month is about 50° Fahr., that of the hottest about 80°, resulting in a difference of 30°.

The mean temperature of the whole year, taking into account the short winter, may be said to be about 70° Fahr.

The mean annual rainfall is about 31½ inches. Most rain falls in autumn and winter, little in spring, and hardly any in summer, though when it does so in this season it is generally very violent, accompanied by hail storms.

A comparison between this part of Spain and other warm climates would show, as far as temperature is concerned, the great similarity between this and the Cape of Good Hope in latitude 34·22 S. (Garrucha being in 37·11 N.), the average of the former throughout the year is given as 68°, and the difference between the coldest and hottest month as about 20°.

There is no reason, therefore, that all the plants grown at the Cape should not be cultivated here, and there is probably no climate in Europe which would permit the cultivation and acclimatisation of more tropical and semi-tropical plants than that of the lands now lying waste along the coast of this part of the Mediterranean.

Public Works.

There is very little new to report on this head. The Great Southern Railway from Lorca to Granada has been completed as far as Zurgena and Casas de Almanzora in this district, and the high road from Garrucha to Vera has been at last opened for traffic.

General Remarks.

The future of Garrucha depends entirely on the mining and smelting industries, and principally on the development of the iron mines in its immediate neighbourhood. The great want of the district is still a railway from these to the coast, the present means of transport being altogether inadequate to the quantity that could be mined and sent down.

LINARES.

Mr. Vice-Consul Whyte reports as follows:—

Mining

During the year 1891 the mines in this district continued generally good, and the production of ore has been more than maintained.

The low price of lead is, in fact, a direct cause of an enforced output, this being necessary in order, in some cases, to pay working expenses, or in others to leave moderate profits.

It is worthy of remark that the highest production of the district, when lead realised 20*l.* per ton, did not exceed 80,000 tons.

It would seem, therefore, that while low prices necessarily lead to a sustained or increased production, this last has the effect of maintaining the former.

Production. The production of ore in 1891 is given officially as 147,215 tons, but was undoubtedly larger, as it is obvious that the imposition of a burdensome tax on the gross produce offers a strong inducement to miners to understate the amount of their raisings.

Mines working. 52 new mines have been registered, and 123 renounced by their owners.

About 360 mines were worked during the year, some 160 of which were productive.

Price of lead. The average price of lead in London was 12*l.* 4*s.* 9¼*d.* per ton, that of 1890 having been 13*l.* 2*s.* 7½*d.* per ton.

Present state of mining industry. It is regrettable to have to state that the actual conditions under which mining and smelting are carried on in the district are still more adverse than in previous years.

The lapse of various treaties has resulted in largely-increased duties on machinery and other mining requisites, while since July 1 the already onerous tax of 1 per cent. on the gross production of ore has been increased to 2 per cent., the surface dues since the same date having been augmented 30 per cent.

The price of lead and silver has also steadily declined, that of the former being actually 10*l.* 3*s.* 9*d.* per ton, and the latter 3*s.* 2½*d.* per oz.

It should be remarked, however, that the high rate of exchange on London has been, and is, of considerable assistance.

Smelting. Some 50,000 tons of ore were smelted in Linares, equal to 38,500 tons of metallic lead.

Messrs. Figueroa and Co., the lessees of the Government mine (Arrayanes), have erected large and costly smelting works in the neighbourhood. These began to work in September, 1889, but it is doubtful if any increase in the production of metallic lead has yet resulted in consequence.

The production of ore from Arrayanes mine is given officially for 1890 as that of 24,970 tons.

Only some 65 per cent. of this has hitherto been smelted in Linares.

Steam power. The number of engines working in this district is about 400, equal to 8,700 horse-power nominal.

Labour. The mines and smelting works give employment to—

	Number.
Men	15,600
Women	600
Boys	600
Total	16,800

It is the practice in the district very widely to use the system of contracts. Miners are paid so much per lineal, or square metre, of ground excavated, or quintal of ore raised and dressed, smelters being paid so much on the ton of lead made.

As these contracts are extremely numerous (there being, perhaps, one contractor to four or five men), a strong conservative element is introduced, in so far as the rights of property and capital are regarded, each contractor being thus an employer of labour.

Coal. The quantity consumed may be taken as follows :—

	Tons.
In mines	35,000
smelting	26,000
other industries	6,000
Total	67,000

The cost at the mines is about 1*l.* 15*s.* 4*d.* per ton.

Coke. The consumption of coke was about 4,500 tons, the cost at the mines being about 2*l.* 0*s.* 6*d.*

General state of business. In spite of the low price of lead, the general state of business in Linares during 1891 may be said to have been prosperous.

The sustained production of ore has prevented any diminution in the number of persons employed in mining and smelting, and the rate of wages has not yet been sensibly affected.

The building trade has been active, the new houses being of far superior appearance and construction to those formerly erected.

The streets of Linares have been, for the most part, repaved with uniform blocks of granite, or other suitable stone, and are now, with few exceptions, in a good condition.

The Government has granted a concession for the establishment of the telephone, which is now working. Its use in the town is very general, and the rate charged for its employment is extremely moderate. Several mines and Linares are also connected.

In December of 1891 eight-tenths of the first prize in the great Christmas lottery fell to Linares. This, amounting to 96,000*l.*, was widely distributed, chiefly amongst the labouring classes.

A large proportion of this sum has been already spent in the building of houses, and should mining prospects brighten, the greater part would probably be eventually expended in the same manner.

The introduction of this large sum of money has, of course, greatly contributed to the commercial prosperity of Linares during the present year.

Population. The population of Linares consists of some 45,000 persons.

Civil register. The register of 1891 gives the following, viz. :—

	Number.
Births	1,190
Deaths	1,325
Marriages	169

Of the latter four were civil marriages.

The death rate on the population given above is equal to 29·44 per 1,000. The public health during the year was normal. Public health.

The railway from Linares to Puente Grenil will be opened in the course of October. Railways.

That from Linares to Almeria is being actively proceeded with.

The construction of these two lines has given employment to numerous labourers.

MARBELLA.

Mr. Vice-Consul Calzado reports as follows:—

The trade of Marbella during 1891 has evinced no improvement over that of 1890, on the contrary the principal exports and imports show a great decrease over the former.

RETURN of all Ships Entered and Cleared, Laden and in Ballast, at the Port of Marbella for the Years 1890–91.

1890.

Description.	Arrivals.			Departures.		
	Number of Vessels.	Tons.	Value.	Number of Vessels.	Tons.	Value.
			£			£
Laden	3	1,465	2,937	36	43,744	56,958
In ballast	35	41,093	...	4	1,477	...
Total	38	42,558	2,937	40	45,221	56,958

1891.

Description.	Arrivals.			Departures.		
	Number of Vessels.	Tons.	Value.	Number of Vessels.	Tons.	Value.
			£			£
Laden	2	1,349	1,826	20	23,972	38,004
In ballast	20	23,972	...	2	1,349.	...
Total	22	25,321	1,826	22	25,321	38,004

The trade has been, as usual, carried on in English steamships to the United States of America, the goods consisting of magnetic

iron ore exclusively, and as shown above there has been a decrease of 18,954*l.* in the exports and of 111*l.* in the imports.

The cause of this stagnation in the shipments is imputable to the steady decline in rates of freights in America. The Marbella Iron Ore Company, Limited, has nevertheless shipped 47,505 tons of iron ore, and keeps besides, in stock, as many as 65,000 tons ready for export.

Of the articles of export besides iron ore, oranges and lemons have obtained some movement after a few thousands of boxes have been shipped directly to London and Liverpool in the Spanish steamers who have called at this port on their way to England.

Some traffic with France by railway is carried out here of French beans, which are cultivated in this district, with good success by petty farmers.

The grape crop commenced in excellent condition, but the dry hot weather experienced during the months of May and June caused the grapes to shrivel, so that they contained but little juice, and when turned into raisins became too thin and got a bad appearance for the market.

The sugar beet crop at the colony of "San Pedro Alcantara" has been abundant and of good quality, but owing to the circumstance of having not had the new machinery they were erecting on the premises ready in time, the beets passed maturity and a large quantity of them became rotton and unprofitable, but notwithstanding this unexpected contingency the produce of sugar obtained has ranged from 259,483 kilos. to 270,000 kilos.

The sugar-cane crop in the colony of "St. Angel" has given a yield of 287,500 kilos. of superior white sugar. Canes are exclusively grown in this agricultural State.

The investigations which were being made at the new mines of iron ore at Puerto del Robledal in the neighbourhood of the villages of Paranta and Iqualeja, near the city of Bonda, are, it is said, giving the best results, so far confirming the hopes entertained as to the richness and abundance of the mineral.

Last year I was able to indicate the prospects of some progress made in the railway from Malaga to Gibraltar, an undertaking which, although conceded by the Spanish Government since 1876, has always met with difficulties which the grantee has not been able to overcome; the works are again at a standstill.

It is shameful that Marbella, a city situated at the entrance of the Mediterranean Sea, half-way between Gibraltar and Malaga, lying at the foot of Sierra Blanca, having a mild delicious climate, which can compete with and is even better than those of Malaga and Nice, and which derives its name from the wonderful views and gorgeous scenery it possesses, should not have any good communication with Malaga and Gibraltar. The natives of the place are, unfortunately, lazy, and inclined to looking only at their present and personal interest, and pay no heed to the future welfare of the community, else they would have long ago taken advantage of the

gifts nature has bestowed upon their soil and made it known throughout the world, affording facilities to foreigners to visit and experience the glories of their climate, and then foreigners, by applying their energy and capital, could have made an Eden of the city of Marbella.

During the year 1891 there has also visited this port the Austrian man-of-war "Saida," having 370 men, a tonnage of 2,400 tons, and 15 guns.

RETURN of British Shipping at the Port of Marbella in the Year 1891.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
2	1	3	1,349	1,335	2,684	55	£ 1,826	...	1	1	...	693	693	17	£ ...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Portugal	...	1	1	...	1,096	1,096	20	...	United States ...	20	...	20	23,972	...	23,972	439	38,004
Italy	...	14	14	...	17,130	17,130	308	...	Spain	...	1	1	...	656	656	15	...
France	...	3	3	...	3,589	3,589	66	...									
Spain	...	1	1	...	822	822	22	...									
Total ...	...	19	19	...	22,637	22,637	416	...	Total ...	20	1	21	23,972	656	24,628	454	38,004

MAZARRON.

Mr. Consular-Agent Pearse reports as follows:—

Shipping. In the district of Mazarron the number of British steamers cleared at Puerto de Mazarron in 1891 was 42, with a total register of 36,919 tons net, as compared with 51 steamers with 45,519 tons in 1890.

IMPORTS IN BRITISH STEAMERS.

Articles.	Quantity.	
	1891.	1890.
	Tons.	Tons.
Coals	18,785	..
Coke	8,317	..
Slag	2,000	..
Iron tubes, bricks, &c.	72	..
Total	29,174	36,513

EXPORTS IN BRITISH STEAMERS.

Articles.	Quantity.	
	1891.	1890.
	Tons.	Tons.
Iron ore	19,520	..
Lead	9,811	..
Total	29,331	33,791

IMPORTS IN FOREIGN STEAMERS AND SAILING VESSELS.

Articles.	Quantity.	
	1891.	1890.
	Tons.	Tons.
Slag	2,493	..
Machinery	172	..
Cement	138	..
Coals	1,382	..
Wood (deals)	300	..
Totals	4,485	1,948

EXPORTS IN FOREIGN STEAMERS.

Articles.	Quantity.	
	1891.	1890.
	Tons.	Tons.
Lead	7,664	..
Iron ore	1,750	..
Lead „	603	..
Total	10,017	11 782

Oranges. In the district of Catana the orange crop was last year almost completely destroyed by the severe and late frosts which not only destroyed the young fruit but also injured many of the trees. This year, however, it is expected the crop will be a good one. The total amount of trees bearing fruit is calculated at about 160,000, and the yearly average quantity of oranges exported at about 50,000 boxes. The fruit is sent to Paris and Marseilles by rail, and to London and Liverpool by sea viâ Valencia and Carthagena. The quality of the fruit is very much esteemed in the various markets where it is sold. The principal exporters are: Don Juan Bantista Canovas, Catana; Don Edwardo Gil, Catana; Don Bartolome Canovas, Catana; Don Antonio Lopez, Catana; Don José Allez, Catana. No prices are quoted as no business was done last year.

Almonds. The total yearly production of this fruit, which is also grown in the Catana district, is about 70,000 kilos.

Grapes. White, for table use; total production about 600,000 kilos. Both these two latter articles are principally exported to Paris.

Barley. The yearly crop may be calculated at about 9,000,000 kilos.

Wheat. About 3,000,000 kilos. Both barley and wheat being consumed in the country.

Dried figs. Of this fruit there is also a fair production, but it is difficult to arrive at quantities on account of the trees being scattered over a considerable area of ground.

Silver lead ore. The total output of the Mazarron mines in the year 1891 was about 905,000 quintals, as compared with about 980,000 quintals in 1890. The following table will show the approximate production of each separate mine (now producing lead) and contents of silver per quintal of mineral:—

TABLE showing the Production of Silver and Lead Ore in the undermentioned Mines for 1891.

Name of Mine.	Quintals.	Lead.	Silver.	By whom Worked.
		Per Cent.	Per Cent.	
Fuensanta	44,800	60	2·10	Sociedad minera "La Union"
Impensada	142,000	56	2·51	Compania de Aquilas
Santa Ana	131,000	64	2	,, ,,
Triumfo...	291,000	54	3·15	,, ,,
San Antonio	14,200	55	3	,, ,,
Santa Isabel	44,500	60	3·10	Compania de Escombrera-Bleyberg
San José	45,000	66	3·25	Sociedad de la mina San José
San Carlos	17,000	60	2·60	Sociedad de la mina San Carlos
Talia	162,000	56	3·08	Pio Wandasell
Usurpada	13,700	50	2·40	Sociedad minera "La Union"
Total	905,200	...	...	

Lead foundry.

The Compania Metalurgica de Mazarron, at Puerto de Mazarron, is one of the finest and largest lead foundries in existence. The paid up capital is 2,500,000 pesetas; President, Don Cristobal Colon de la Cerda, Duque de Veragna; Director, Don Ernesto Greif. The establishment possesses five large Pilz blast furnaces, capable of smelting from 36,000 tons to 40,000 tons of lead per annum. Last year it produced about 24,000 tons of silver-lead, most of which is exported to Hobocken, near Antwerp, and to St. Nazaire (France). About 3,500 tons are sent coastwise to Carthagena. There are also 20 calcinating furnaces, first-class machinery of about 200 horse-power, and electric lighting. For quantity of lead exported last year see exports.

Iron ore.

There are a few mines in Mazarron which produce, however, but small quantities of manganiferous iron ore; the principal production being at Morata, where the Morata Valley Company, Limited, is now briskly working several important mines of manganiferous iron ore. The total quantity exported by this company to England and the United States in 1891 was 16,500 tons, but the output of its mines is on the increase, and this year's figures will in all probability be considerably higher.

New companies.

The Mazarron Manganeso-Iron Company, Limited, has been recently created with a capital of 150,000*l.*, its object being to work the mines it has acquired between Mazarron and Aguilas, passing through the Sierra del Medio. This company will probably in due course establish railway communication between Mazarron and Aguilas, which is so badly needed.

Salt pans.

The salt pans of Puerto de Mazarron are capable of furnishing annually considerable quantities of excellent salt by spontaneous evaporation, but the necessary capital for properly working them is not forthcoming, and in consequence the production is but insignificant.

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REPORT FOR THE YEAR 1891

ON THE

TRADE, AGRICULTURE, MINING, &c., OF ST. JAGO DE CUBA.

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No. 1132.

Reference to previous Report, Annual Series No. 779.

SPAIN.

ST. JAGO DE CUBA.

Consul Ramsden to the Earl of Rosebery.

My Lord, *St. Jago de Cuba, August* 30, 1892.

I HAVE the honour to enclose herewith my Report for 1891 on the Trade, Agriculture, and Industries of this Consular District.

I have also appended a small map, with key to same, showing the mines to the east and north of this city.

I have, &c.

(Signed) FREDERICK W. RAMSDEN.

Report on the Trade, Agriculture, and Industries of St. Jago de Cuba for the Year 1891.

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Year unsatisfactory.

The year 1891 was an unfavourable one for this district; dry and inclement weather had a disastrous influence on the sugar, coffee, and cocoa crops, and even the output of the mining companies shows a decrease on that of the previous year, instead of a steady advance as had been expected. The result was evident among all classes of society, one of the most significant facts being the large stock of dry goods on hand, at the end of the year, at the establishments of the different dealers, which stock, owing to a general scarcity of money, had not met with the usual sale.

Shipping and Navigation.

British shipping.

As will be seen from the following tables, the number of vessels under the British flag trading with this port, and with that of Guantanamo, shows a small decrease, owing to the lesser amount of iron ore shipped from here. I mention Guantanamo in connection with St. Jago because the two ports are so intimately connected, commercially, that it is difficult to separate them in a general way.

Shipping at St. Jago.

RETURN of Shipping at St. Jago de Cuba in 1891 as compared with 1890.

Nationality.	1891.		1890.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	144	133,580	149	175,527
Spanish	187	283,347	182	218,365
American	87	96,088	62	180,077
Norwegian	6	2,358	17	16,193
Haytian	..	..	2	290
French	2	864	..	..
German	1	1,513	4	4,007
Total	427	517,750	416	594,459

RETURN of Shipping at the Port of Guantanamo in the Year 1891 as compared with 1890.

Nationality.	1891.		1890.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	28	12,872	22	9,564
Spanish	27	26,173	26	27,185
American	36	19,755	36	21,744
Norwegian	2	594	12	6,525
German	1	659	1	414
Total	94	60,053	97	65,432

The above tables represent the foreign trade vessels visiting the ports named, in addition to which there is a large number of Spanish coasting steamers plying between St. Jago and Havana, and calling at the intermediate ports on both the north and south coasts of Cuba. Spanish coasting boats.

Statements of the outports of this district, say Baracoa, Gibara, Banes, Naranjo, and Manzanillo, are given at the end of this report. Outports.

Harbour Works.

The port of St. Jago de Cuba, although allowing vessels of up to 28 feet draft to enter, does not offer facilities for discharging at the wharves for craft drawing over 13½ feet, with the exception of the wharf of the Juragua Iron Company, at which there are 26 feet of water. Draft of water at St. Jago.

About two years ago a Government Board of Harbour Works was formed, and was authorised to collect quite a heavy tax on all merchandise passing through the port, and at the present time they have a fund of some 16,000*l.* So far, although there are several projects on foot for dredging the bay, for extending the wharves, for making landing stores for goods, and others, little has been actually accomplished beyond putting down a few buoys and doing a very small amount of dredging. This year the income of the Board has been considerably curtailed in consequence of the American Government having objected to the tax being levied on United States products, as being at variance with the stipulations of their reciprocity treaty with Spain. Board of harbour works. Income reduced.

For the reasons above stated, vessels of any draft, and most steamers, do not come alongside the wharves, but discharge into lighters at their anchorage. Discharge into lighters.

The actual port charges on shipping are extremely moderate, the principal one being that of pilotage, the scale of which is as follows:— Port charges. Pilotage.

Inward and outward pilotage on vessels up to 100 tons gross register, 9 dol. (1*l.* 13*s.* 4*d.*), each way; up to 200 tons, 10 dol. (1*l.* 17*s.*); and then gradually advancing up to 20 dol. (3*l.* 14*s.*), for a 1,000 ton vessel, with a maximum of 26 dol. (4*l.* 16*s.* 4*d.*), for 4,000 tons or over. There is also a charge for each movement inside the port, varying from 2 dol. (7*s.* 5*d.*) to 6 dol. (1*l.* 2*s.* 3*d.*), according to size of vessel.

The port is naturally an extremely safe one, being entirely sheltered on all sides, and its appearance from inside is that of an inland lake. Port well sheltered.

Trade and Commerce.

Between St. Jago and Guantanamo 37,444 tons of sugar were exported in 1891, against 46,215 tons in 1890; of these St. Jago produced 12,250 tons and Guantanamo 25,190 tons, against 13,065 tons and 33,150 tons respectively in the previous year. In 1891 the United States took 33,248 tons, and in 1890 the same country received 41,316 tons from the two ports, so Exports. Sugar.

that, virtually, said country consumes all the sugar exported from here.

Total sugar produced. With a local consumption of 700 tons, and adding the production of the outports of Manzanillo, Puerto Padre, and Gibara, we obtain a total production of 64,264 tons in 1891, against 76,626 tons in 1890, for the whole consular district.

Prices. Prices averaged 12*s.* sterling per 100 lbs. in 1891, and 10*s.* 10*d.* per 100 lbs. in 1890.

Rum. The rum actually produced in 1891 between here and Guantanamo amounted to 4,951 puncheons of 125 gallons each, of 30 degrees Cartier, and 6,075 puncheons in 1890. Of these, in 1891, the number of puncheons exported was 3,755, of which 3,327 puncheons went to England, and in 1890 the same country took 2,138 of the 4,060 puncheons shipped. The rest were consumed locally by the spirit dealers, who have also used a considerable quantity from the different island ports, at which planters have been willing to supply it at cheaper rates than those asked by estate owners here.

Local distillers. These local distilleries, besides manufacturing for the local wants, also ship manufactured spirits to other ports of the island, to Spain, and to foreign countries, and the business seems to prosper.

Prices of rum. The price of the raw spirit averaged 1*s.* per gallon in 1891, and 11*d.* per gallon in 1890. The charge for puncheons containing it, which is apart from the above prices, is 4*d.* per gallon.

Tobacco. Exports of tobacco from St. Jago in 1891 were 4,208 bales of about 100 lbs. each, against 3,776 bales in 1890. The local consumption is about 6,000 bales. Of that exported nearly all went to Germany. A large portion of the tobacco crop of this province does not pass through this port, but the total amount produced in all the consular district was as follows:—

Total production.

Class.	Quantity.	
	1891.	1890.
	Lbs.	Lbs.
Cuba and Palma (known as "Jurisdicción")	650,000	600,000
Jiguaní	180,000	200,000
Mayarí	1,200,000	900,000
Sagua and Tanamo	900,000	700,000
Gibara and Holguin	1,500,000	1,400,000
Yara and Manzanillo	1,600,000	1,500,000
Total	6,030,000	5,300,000

Prices have averaged :— Prices of tobacco.

Average Prices.	Per 100 lbs.	
	1891.	1890.
	£ s. d.	£ s. d.
Jurisdicción	2 2 0	2 8 0
Jiguaní	3 6 0	3 10 0
Yara..	3 10 0	4 0 0
Mayarí	3 18 0	4 12 0
Sagua	2 14 0	3 10 0

About two-thirds of the crop of Cuba, Jiguaní, and Yara go to Germany; Gibara and Holguin qualities are sent to Spain; and Mayarí and Sagua are shipped coastwise to be made up into cigars on the island. Destination of tobacco.

Shipments of coffee in 1891 show 739,400 lbs., against 2,087,390 lbs. in 1890, the weather having been very unfavourable for the crop. None has been exported abroad, and all shipments have been coastwise for island consumption. Coffee.

Prices have averaged from 4*l.* 1*s.* to 4*l.* 5*s.* per 100 lbs., according to quality, in 1891, against 3*l.* 10*s.* to 4*l.* 1*s.*, in 1890. Prices of coffee.

Nearly all the cocoa exported hence is sent to Spain, and the following are the figures for the two years :—11,351 bags in 1891, and 14,842 bags in 1890. Cocoa.

Prices averaged 2*l.* 16*s.* in 1891, and 2*l.* 18*s.* in 1890. Prices of cocoa.

Mahogany becomes scarcer and scarcer every year. In 1891 578,000 feet were exported to United States, against 652,000 feet in the previous year. Mahogany.

The small quantity of cedar shipped has been taken between the United States and Spain, and amounted to 134,000 feet in 1891, and 140,000 feet in 1890. Cedar.

It is not possible to give average prices for cedar and mahogany, as nearly all has been shipped by the owners, but the local value of both is advancing each year, and cedar boards, which could be bought retail three years ago at 16*l.* per 1,000 feet, are now worth 24*l.* Prices of both advancing.

In 1891, 58,192 lbs. of wax were shipped from here, and were taken between Spain and the United States; and in 1890 the quantity was 45,450 lbs. Wax.

214 tierces of honey were sent to the United States in 1891, as against 589 tierces in 1890. Honey.

Though I shall refer to the ores of iron and manganese more fully under the head of "Mining Industries," I may mention that the output of iron ore in 1891 was 261,594 tons, against 340,945 tons in 1890. All of this went to the United States and came from the mines of the Juragua Iron Company. Iron ore. Juragua Company.

11,935 tons of manganese ore were shipped in 1891, and Manganese.

20,524 tons in 1890, of which a small lot of 200 tons went to Germany, and all the rest to the United States.

Total value of exports.

The total value of all exports from this port and that of Guantanamo in 1891 may be estimated at 911,169*l.*, and that of those of 1890 at 1,214,220*l.*

Imports.

It is impossible to arrive at anything like a correct detail of these, and, therefore, equally so to give an idea of their actual value, but, as a rule, this latter has not differed much from that of the exports.

Codfish.

In 1891 8,022 quintals, of 100 lbs. each, of codfish were received direct from the British colonies, and in 1890 the amount was 10,806 quintals of direct shipments; but in addition to these a great deal is brought through New York, and is nearly all Canadian or Newfoundland fish, and the total receipts, including these indirect shipments, have been 19,308 quintals for 1891, and 22,502 quintals for 1890.

Coal trade.

The coal trade with England has entirely disappeared, the United States now supplying nearly all the wants, with a little from Nova Scotia. In 1891 1,223 tons were received from Nova Scotia, and 9,674 tons from the United States, and in 1890 none came from Canada, and 8,988 tons from the United States.

Imports from Great Britain.

The principal articles of import from Great Britain, omitting dry goods, hardware, and machinery, of which the amount is very considerable, but impossible to be correctly estimated, are rice and bottled ale.

Rice.
Bottled ale.

In 1891, 24,088 bags of rice were received from Liverpool, against 27,137 bags in the previous year, and 6,552 dozen of bottled ale in 1891, against 12,208 dozen in 1890.

American reciprocity treaty.

The reciprocity treaty with the United States, of which treaty Great Britain and her colonies have also reaped the benefit up to June 30 of this year under the most favoured nation clause, gave great impulse to the importation of articles on the free list, and it would have been supposed that the local retail prices of such articles would have been very favourably affected thereby. Such, however, has been the case only to a very limited extent, and the effect is hardly apparent. It is then natural to suppose that the importers have so far been the principal ones to reap the benefit. When the treaty itself comes into force after July 1 competition of dealers may gradually bring down prices, but it will be some time before the public obtain the full advantage.

Prices have not declined adequately.

Extra taxation consequent.

On the other hand, they will not escape the extra taxation required to make up for the deficit caused by the concessions made to the United States, and among many people the impression is that the treaty, though perhaps indispensable, is far from being as advantageous as was expected.

Treaty affects British goods.

It will affect Great Britain seriously in the matters of machinery and hardware, and more particularly so in view of the duties proposed in the new Budget law for the island of Cuba on several of these articles.

Custom-house tariff.

Comparing the new custom-house tariff for sugar estate

machinery coming from England with that for the same from the United States, we find the following duties on goods of British origin :—

Duties on British goods.

Complete sugar-cane grinding mills, duty 2*l.* 10*s.* 11*d.* per ton, equivalent to about 11·44 per cent. on cost. Cane mills.

Vacuum pans, defecators, clarifiers, tanks, triple effects, and machinery appertaining thereto, duty 2*l.* 10*s.* 11*d.* per ton, or 7·80 per cent. on cost. Vacuum pans.

Centrifugals with their engines, duty 2*l.* 10*s.* 11*d.* per ton, or 3·135 per cent. on cost. Centrifugals.

Filter presses with their engines, duty 2*l.* 10*s.* 11*d.* per ton, or 10·60 per cent. on cost. Filter presses.

Steam boilers, duty 10*l.* 3*s.* 9*d.* per ton, or 56·90 per cent. on cost. Boilers.

Cast-iron piping, duty 3*l.* 13*s.* 4*d.* per ton, or 55 per cent. on cost. Cast-iron piping.

Loose pieces of machinery, duty 17*l.* 10*s.* 5*d.* per ton, or 31·52 per cent. on cost, and in some cases much more per cent. Loose pieces.

Railway iron for railways, duty 3*l.* 11*s.* 3*d.* per ton, or 90 per cent. on cost. Railway iron.

Cars for carrying cane, duty 2*l.* 10*s.* 11*d.* per ton, about 18·70 per cent. on cost, while from the United States all the above articles come in free of duty. Cane cars.

Perhaps the most annoying of all these duties is that on loose pieces of machinery, say, 17*l.* 10*s.* 5*d.* per ton. A planter is in consequence precluded from ordering any machinery from England, not only on account of the high duties imposed on the complete machinery itself when it arrives, but also because when he breaks later on any part of it, and requires to order a new piece from the original builders, he is confronted with the prohibitive rate of duty above mentioned. Anomalous duty on loose pieces.

Railway iron also can no longer come from England, owing to the enormous duty of 90 per cent. on its value. Iron rails.

In the spring of each year orders have to be sent on to Europe for any sugar estate machinery required for the following crop, and instances have come under my notice this year of machinery, which had been ordered from England as usual, having to be countermanded by cable as soon as the new tariff was known, and as this was only published at the last moment the confusion and prejudice to planters has been very serious. English machinery orders countermanded.

In the matter of duties on hardware from England I have to note the following:— Duties on hardware.

Pig-iron will continue to come from England, the duty being 1*l.* 4*s.* per ton, and free from the United States. Pig-iron.

Large cast-iron piping and iron columns can no longer be brought from England, the duty being 2*l.* 6*s.* 8*d.* per ton, while free from the United States. The importation of these goods was of considerable importance. Large cast-iron piping.

Thinner cast-iron piping is in a still worse case, the duty being 3*l.* 13*s.* 4*d.*, and nothing from the United States. Thinner cast-iron.

Ordinary iron castings, such as stoves, cauldrons, grates, and Ordinary castings.

such like, will still come from England for the present, in spite of their paying no duty from the United States, and that from England being 4*l.* 3*s.* 4*d.* per ton. In the United States they do not at present manufacture the forms of these required by this market. It is an article of considerable importance.

Fine castings. Fine iron castings, polished, or lined with porcelain, have small importance for English manufacturers; the duty is 10*l.* 3*s.* 9*d.* per ton, against 50 per cent. reduction on those from the United States, but they will still come from Europe, say, France and Germany.

Wrought-iron. Steel. Wrought iron bars and steel, duty 3*l.* 11*s.* 1*d.* per ton. The United States will very soon compete in these articles, and steel will come entirely from that country, with the exception of the extra quality used for tools.

Sheet-iron. Sheet-iron of all kinds, duty 5*l.* 6*s.* per ton; free from the United States. The cheaper kinds will for the present come from England, but the better qualities exclusively from the United States.

Galvanised. Galvanised iron sheets and roofing and corrugated iron, duty 6*l.* 18*s.* 6*d.* per ton, with 50 per cent. reduction on that from the United States, will not be affected by the treaty.

Nails, screws. Wrought-iron piping, nails, rivets, screws, washers, nuts, and such like will come exclusively from the United States.

Files and tools. Files, iron and steel tools, and implements for agriculture, arts, and industries. The English market will be closed for these, with the exception of some specialities only made in England.

Chains and anchors. Wrought-iron chains, anchors, wire, wire rope, and wire netting will be brought only from the United States.

Spurs, bits. Fine manufactures of wrought-iron and steel, such as spurs, bits, &c., for the present will not be affected.

Tinned iron. Tin-sheets will not come from the United States, but the English article has to compete with that from Spain, which is now coming to this market; the charcoal quality will still come from England.

Knives. Knives, penknives, scissors, razors, and such like. The duty on these is so excessive that it will be impossible to import them; the cheaper kinds will come from the United States, or from Spain, and only the fine qualities from England.

Copper bars and sheets. Sheet copper and copper bars will still come from England.

Small copper. Small copper and brass manufacture, such as screws, rivets, washers, wire, water, gas, and steam taps. These will in future all come from the United States.

Solder. Tinsman's solder will come from England.

Zinc. Zinc in sheets and bars, and manufactures thereof, will come almost exclusively from Spain.

Lamp chimneys. Glass chimneys for lamps pay a duty of about 600 times their value, with a reduction of 50 per cent. on those from the United States.

Dry goods not affected by treaty. These will not be affected by the American treaty. The tendency, as already mentioned in my report for 1889, has been to bring from Spain all cotton goods, with some of the coarser

qualities of linen articles; but the bulk of linen manufactures will still be imported from Great Britain.

Importation. English cotton goods fallen off.

During the last two years the importation of cotton goods from England has fallen off by at least 50 per cent.

Jute bags.

Barcelona has almost entirely replaced England in the supply of jute bags, of which the consumption is large. From Spain this article pays no duty.

Increased duty on dry goods.

The new tariff, in force from July 1 of this year, besides imposing a transitory duty of 10 per cent. on both Spanish and foreign goods, increases the previous duty by about 5 per cent. for English goods, with a few exceptions of a much greater increase.

Value of dry goods imported.

The value of importations of dry goods in 1891 may be estimated at about 55,000*l.* for Spanish origin, and 180,000*l.* for foreign made articles, together 235,000*l.*

Agriculture and Industries.

Sugar estates.

When the Cuban insurrection broke out in the year 1868 there were, between this place and Guantanamo, 129 sugar estates; to-day the number within the same district is 17. Nevertheless, the actual quantity of sugar produced in the two districts does not differ greatly from that of 24 years ago, the extra yield of each individual property compensating for the smaller number of the latter.

Improvements.

Since my report for 1889 great improvements have been made on the larger properties, which are now supplied with double mills, triple effects, vacuum pans, filter presses, and furnaces for burning the green bagasse. Some of the smaller properties, however, whose owners have been unable to obtain funds for their improvement, are destined to gradually disappear, and this year I have to record the abandonment of one, while there are others which must soon follow.

Estates abandoned.

Only large ones leave a profit.

With the low prices in the United States only the larger estates can leave a profit, and there is no reason why these should not continue to exist and make sugar, unless prices should decline still more, or other unforeseen circumstances occur.

Good managers, chemists and machinists wanted.

There is still room for more scientific working of these estates, but it is difficult to find intelligent and educated managers and chemists, and even really good mechanics for running the machinery are very scarce.

Sugar at Manzanillo.

At Manzanillo the production has increased considerably. In 1889 that district produced 17,830 tons, in 1890 22,103 tons, and in 1891 23,970 tons. The estates there have a large saving in facilities for shipment, as the properties are all close to the coast, and each one has its own wharf.

New Budgte Law affecting sugar estates.

The new Budget for the island of Cuba has, together with the increased import duties, caused considerable alarm among the sugar planters, and unless changes are made, consequences may become very serious, not only to the individual planter, but to the island in general.

Industrial tax.

Again, a new industrial tax, in addition to that already existing on the agricultural part, has been imposed, say, of 2*d.* per 100 lbs. of centrifugal sugar manufactured, and half the said amount on molasses and other qualities of sugar.

Tax on cane mills, and manufacture of rum.

There is also a new tax on the manufacture of rum; and still another impost of 53*l.* per annum on each cane crushing mill on an estate. Great dissatisfaction is felt and expressed throughout the country, and very few improvements, or extensions of cultivation, or working capacities can be expected.

Coffee and cocoa.

Coffee and cocoa cultivation is somewhat on the increase, but the tendency is to cultivate on very small properties, and it is hardly likely that these will ever again assume large proportions.

Tobacco.

The cultivation has not increased, nor is it likely to do so.

Bananas, cultivation increasing at Banes.

At Banes especially more land is being felled each year, and there are now 7,600 acres there under cultivation, and a considerable sum of money has been employed in railways and roads and shipping facilities. Dry weather interfered with the crop of 1891; but there has been an increase, and exports between Banes, Baracoa, Sama, and Naranjo, have in all amounted to 1,732,115 bunches in 1890, and 1,861,301 bunches in 1891.

Banana, total production.

Baracoa falling off.

Baracoa itself, formerly the only place where bananas were cultivated, has, as was inferred would be the case in my report for 1889, fallen-off considerably in its production of this fruit.

Cattle.

Prices.

Exports have been made to Jamaica and Hayti, and the trade has suffered greatly from drought. Prices have not varied much, but on the whole have been a trifle less—say, bulls of 3 years old 5*l.* 10*s.* to 6*l.* per head; steers of 500 lbs. weight 5*l.*

Industries.

Cuba, or all events this part of it, is not and cannot be a properly so-called industrial district, and its efforts in this way are principally confined to those industries in immediate connection with the preparation for market of the produce of the soil, such as sugar-making, rum-distilling, chocolate and cigar manufactures. The mining industry will be referred to separately in this report.

Match manufactory.

Apart from the above, and some tanyards and soap manufactories referred to in a previous report, I have to record the establishment this year of a manufactory of lucifer matches, and I understand that the profits on this are large, the protective duties almost prohibiting the introduction of the foreign article.

Mining Industry.

Mines.

In the year 1887 I made a special report on the (then in its infancy) mining industry of this district; since then the number of mines reported and claimed have, thanks to the facilities offered by the Spanish Government, increased enormously, and several American companies have been formed for working mines, both of iron and manganese.

All mines do not contain mineral.

Nevertheless, one must not infer from the relation I give

below of the extension of land reported and claimed as mining properties, that all the land is ore bearing in its full extent, for many mines have been reported as such simply because they surrounded other good mines, and this is especially the case with iron mines; while again many have been denounced by the owners of the good mines in order to prevent unscrupulous adventurers from reporting them with a view to close the exits of the former, or extort money from them. Again, as it costs comparatively little to obtain a title for a mine of large extent, it has been the habit to report always somewhat more land than that on which ore was actually seen, in order to be on the safe side, in case later on it should be found to exist there.

Total number of mining titles issued.

Up to the end of 1886 the total number of mines of all classes of minerals, whose titles had been granted by Government, were 189 mines, with an extension of 7,358 hectares, and at the end of the year 1891 the total number of titles issued up to then were 296, with an extension of 13,727 hectares, as follows:—

Description.	Mines.	Hectares.
	Number.	Number.
Iron	138	7,737
Manganese	88	4,015
Copper	53	1,160
Gold	5	232
Asphalte	1	60
Zinc	3	99
Lead	2	166
Quicksilver	2	27
Chrome iron	1	56
Coal	2	115
Antimony	1	60

Details of iron and manganese mines.

Of the above the most important ones are those of iron and manganese, and I will endeavour to give an idea as to the location and ownership of the different groups of these, stating what is being done with them, and indicating those which are still for sale.

Iron mines on east side of St. Jago.

Taking, then, first the iron mines, all of which are near the coast, on the east side of this port; and commencing with these nearest, and proceeding eastward, we have—

Different groups.

Dorotea and Recreo group, 4 mines, comprising 240 hectares, owned by Don Y. Vaillant. For sale.

Sevilla and Ocaña group, 11 mines, 520 hectares, of which 3 mines, with 120 hectares, belong to the Juragua Iron Company, and the rest to private individuals; these latter for sale.

Carpintero and Arroyo de la Poza group, 9 mines, covering 529 hectares, so far unsold.

Juragua group, 17 mines, with 951 hectares, of which 13 mines, with 750 hectares, belong to and are being worked by the Juragua Iron Company, and the rest are yet in the hands of private individuals for sale.

Damajayabo group, 1 mine, with 60 hectares; for sale.

Spanish-American Company

Madalena and Naranjito group, 8 mines, 407 hectares, of which 4 mines, comprising 185 hectares, belong to and are being worked by the Spanish-American Iron Company, and the rest are held privately and for disposal.

Providencia group, 3 mines, with 162 hectares, still for sale.

Economia and Retiro group, 19 mines, 1,062 hectares, owned by different private individuals; for sale.

Cajobabo and Guira group, 8 mines, 400 hectares, owned by S. Causse; for sale.

Berracos group, 4 mines, 210 hectares, owner S. Causse; for sale, these are a particularly good lot.

Uvera and Jaqueca group, 12 mines, 623 hectares, owned by different private parties. These would form a good group to work along with the Berracos group, or with the next mentioned. Of this group 2 mines, with 117 hectares, belong to the Sigua Iron Company, who will work them.

Sigua Iron Company.

Arroya de la Plata group, 9 mines, 780 hectares. Of these the 6 principal mines, with 390 hectares, belong to the Sigua Iron Company, and are worked by them, and are a valuable property, distant about 25 miles from the town of St. Jago.

Manganiferous iron.

A little further on, and to the northward of this last group, there is a group of manganiferous iron, which could easily be brought out by the port of the Sigua Iron Company.

Iron mines on west side.

On the western side of this city, at about 6 miles distant, there is the group of Nimanima, Bejuquero, and Desierto, 7 mines, 466 hectares, owned by Messrs. Ferret, Sarlabous, Ferrer, and Rodriquez.

Further to the west, 14 miles from the city, the Cuero group, 6 mines, with 304 hectares, owned by Messrs. Roca, Ferrer, and Ferret.

Again further to the west, and perhaps 50 miles from St. Jago, the Guana group, 2 mines, with 1,024 hectares, belonging to Messrs. Bacardi and Masforrol. An American syndicate were at one time in treaty for these, but nothing came of it.

Mines beyond Tarquino.

There are other mines on the west side of Cuba, beyond the Tarquino mountain, but I have no details of these.

Manganiferous iron, Macio.

At a small port called Macio, some 35 miles to the westward, there is a large group of maganiferous iron, consisting of 9 mines, with 1,669 hectares, belonging to Messrs. Amrich, Duany, and Colás. These mines are very handy for shipment, being close to the small port, but the ore contains a large percentage of silica. Nevertheless, an offer of 10,000*l.* from an American syndicate for these mines was refused.

Mines on the north coast, Moa.

On the north coast, at Moa, a large extent of country was reported and claimed as of iron ore, but it has since been abandoned, as it was not considered marketable, owing to the low percentage of iron and amount of titanium contained in it. This ore also is in a very favourable position for shipment.

Analyses of iron.

Though in my report in 1887 I gave an analysis of the Cuban ore, I now append a few more of the different groups—

Berracos.

ANALYSIS OF BERRACOS GROUP

	Per cent.
Metallic iron	65·10 to 68·05
Silica	0·065 2·49
Phosphorus	0·036 0·042

Carpintero.

ANALYSIS OF CARPINTERO GROUP.

	Per cent.
Metallic iron	61·0 to 68·50
Silica	5·0 10·50
Phosphorus	0·009 0·036
Sulphur	0·045 0·148

Moa.

ANALYSIS OF MOA GROUP.

	Per cent.
Metallic iron	43·43
Titanic oxide	4·09
Silica	4·19
Manganese	0·21
Chromic oxide	15·31
Phosphorus	0·024

Chrome iron.

There are also some deposits of chrome iron on the north coast, but the title of only one mine, with 56 hectares, has so far been taken out from Government.

American mining companies.

At present there are three large American companies established here for working iron mines they have purchased, and parties in the States are in treaty for others not yet sold.

Juragua Iron Company.

In my report in 1887 I referred to the establishment of this company. Since then they have continued to work steadily; but their output has not increased as much as was at first expected. For several years they made large profits, from 2 dol. to 2 dol. 50 c. per ton, but at present with iron in the States at 8 c. per unit, or less, they cannot be making money beyond a very moderate rate of interest on their large capital. Their exports to the United States since the commencement have been—

Large profits.

Juragua exports of iron.

	Tons.
1884	23,777
1885	80,090
1886	112,780
1887	92,910
1888	204,225
1889	258,406
1890	357,060
1891	156,585

Spanish-American Iron Company.

The Spanish-American Iron Company purchased the Madalena group of mines in 1889 for 60,000*l.*, payable partly in cash and partly on term. This company has built a railway of about 3 miles to a place on the coast called Daiquiri, and are now building a permanent wharf there and expect to commence shipping ore this autumn. Their mines, though of small extent, are of very good quality, and their proximity to the coast, where, and at the mines, they have already large establishments, will enable

Can ship ore cheaply.

them to ship ore cheaper than the Juragua Iron Company. They have expended a much less amount of capital in opening these mines, and in making their railway. Their port, however, is an open one, and though shipping is practicable during the greater part of the year, it will not be possible during winds from the west or south-west, or during bad weather.

Their port not a good one.

Sigua Iron Company. Their purchase.

The Sigua Iron Company was formed in Philadelphia in 1890 with a capital of 5,000,000 dol., and purchased the Arroya de la Plata group on a royalty basis, as follows:—30 c. per ton for the first 60,000 tons exported in each year, 25 c. per ton for the next 40,000 tons, and 20 c. per ton for anything over 100,000 tons in the year. There was also an advance of 100,000 dol. (20,000*l.*) to be repaid out of this royalty. This company has an exceptionally good group of mines, with other good ones close to them, should they wish to extend their operations later on. They also purchased, for 10,000*l.*, an enormous tract of land, comprising that of their own mines and of many others, and extending for nearly 12 miles along the coast; they are, therefore, entirely free from being troubled or restricted by neighbours. Their principal mines are situated at 8 kiloms. (5 miles) from the coast, where, at a small port called Sigua, they are building a large breakwater in order to protect the port against any weather. They have already built a large wharf and a railway up to the mines, and have formed two large villages, and have employed about 1,250,000 dol. They are now about to commence shipping ore, which they will be able to do at a considerably cheaper cost than the Jaragua Iron Company.

Good mines.

Judicious purchase of land.

Their port of shipment.

Amount spent.

American Companies and Berracos mine.

Two years ago another American company had almost closed for the Berracos group at a cash price of 46,000*l.*, but the undertaking fell through at the last moment. Subsequently a cash offer of 30,000*l.* was made for these mines, but refused by the owners, who, however, I think, would now sell at that price, and this lot will probably be the next one taken up, as soon as the present depression in the iron trade passes. They are a desirable group, and their ore could easily be shipped by the port of the Sigua Iron Company, should the future purchasers not wish to incur the expense of enlarging their own little port of Berracos.

30,000*l.* refused.

Owners w uld now sell.

A desirable group.

Manganese.

The mines of this ore are situated in a northern and north-easterly direction from this city, and many of them are in close proximity to the Sabanilla railway, which brings down their produce.

Groups of manganese mines.

The first group, at 4 miles from St. Jago, is that of Boniato, consisting of 7 mines, with 189 hectares, and belonging to Messrs. Baralt, Causse, Colorado, Ferret, Hereu, and Roca. Four of these mines are being worked, but the ore contains a large amount of silica and is not as good as that of mines further inland.

Dos Bocas group, 11 mines, with 362 hectares, belonging to Messrs. Causse, Colorado, Giraldes, Venturas, Llopis, Morcillo, and Bory. These mines are 8 miles distant from St. Jago and 1 mile from the Cristo Railway Station, and eight of them are being worked.

Margarita group, 1½ miles from the Cristo railway station. 4 mines, with 121 hectares, of which three are being worked, The owners are Messrs. Portuondo, Giraldes, and Gutierrez. This ore is of good quality, but probably there is not a large quantity of it.

Quemado group, 5 mines, 131 hectares, a little to the east of the Margarita, belonging to Messrs. Ferret, Gutierrez, Eguilior, and Giraldes. Two of these mines are being worked.

Avispero or Boston group, 10 mines, with 266 hectares, to the south of the Margarita group, belonging to Messrs. Causse, Giraldes, Venturas, Hereu, Colorado, and Roussé. Six of these are being worked, and the ore is of exceptionally good quality.

San Juan group, 4 mines, 180 hectares, none of which have been opened. This group is in close proximity to the last, and the owners are Messrs. Hereu, Roussé, and Giraldes.

Ponupo group, 7 mines, with 301 hectares, belonging to Mr. Venturas. Though 16 miles north-east of the Cristo railway station, these mines are important, owing to their large extent and the excellent quality of the ore, a good deal of which has been taken out by the owners. An English mining engineer, who carefully examined 2 of these mines, gave it as his opinion that he could guarantee at least 120,000 tons on them, while probably there would be still more. His investigations did not extend to the other 5 mines. An American company has now contracted for them, and they will be again referred to later.

Ponupo mines are important.

120,000 tons of ore. Contracted by American Company.

Ramos and Sabanilla group, 3 mines, 132 hectares, belonging to Messrs. Sanchez, Ferrer, and Palacios. They are situated a short distance to the north-east of the Ponupo group, and none of them have as yet been opened.

San Andrés group, 5 mines, 156 hectares, belonging to Messrs. Roussé, Gonzalez, Palencia, and Bory. These are at six miles from the Dos Caminos railway station on the Sabanilla railway, and two of them are being worked.

Cauto Abajo group, 10 mines, 706 hectares, belonging to Messrs. Sabarí, Hereu, Marcer, Cuevas, and Telles. From 8 miles to 10 miles from the San Luis station on the same railway, and 8 of them are being worked.

The next 3 groups are not near the railway, and are distant from this city from 12 miles to 25 miles in a north-westerly direction.

Groups distant from the railway.

Hatillo group, 1 mine, 100 hectares, belonging to Don Diego Messa. It is not worked.

Santa Filomena group, 2 mines, 120 hectares; owners, Messrs. Roca and Reaud. Not yet opened.

Cobre and Botija group, 6 mines, 276 hectares, belonging to Messrs. Ros, Perez, Eguilior, Duany, and Gomez. Not worked.

The remaining 2 groups are a long way from this city.

That of Portillo, with 19 mines, and 2,607 hectares, is situated in the neighbourhood of the port of Portillo, on the coast to the west of St. Jago, 80 miles distant. The titles of all these mines have not yet been taken out, and probably many of them never

Groups still further off Portillo.

will be. These mines contain a quantity of ore, but with a large proportion of silica, while on the other hand they have great facilities for shipment through the excellent port of Portillo, which affords a well sheltered harbour. Mr. Eguilior is at present extracting some ore from these mines, and sends his vessels down there to load for the United States.

Shipment facilities.

Bueycito.

Bueycito group is situated at 30 miles west of the town of Manzanillo, which would be its port. So far only the title of one mine has been taken out by a Mr. Aguilera, who has taken out some of the ore, of a quality not to be surpassed. Around this mine Mr. Morán has reported and claimed some others, and, I conclude, will take out their titles. An American syndicate has been down to examine these with a view to purchase and to the construction of a railway to Manzanillo.

American syndicate in treaty.

Analyses of mines near Cristo station.

The following is an analysis made in England of some ore from the mines near the Cristo station :—

	Per cent.
Manganese binoxide	82·36
Iron peroxide	3·10
Silica	2·60
Phosphoric acid	0·113
Lime carbonate	2·0
Combined water, alumina, &c.	9·81
Metallic manganese	52·04
„ iron	2·16
Phosphorus	0·06

Analyses of Margarita group.

Two analyses made in the United States of ore from the Margarita and Avispero groups are as follows :—

Description.	Per cent.	Per cent.
Silica	5·40	0·81
Metallic iron	1·64	0·30
„ manganese	54·025	56·888
Phosphorus	0·059	0·030
Alumina	1·911	0·000
Baryta	1·105	..
Moisture	0·600	2·0
Sulphur	..	0·005

Analysis of Portillo manganese.

Analysis of Portillo Mines.

	Per cent.
Metallic manganese	38·0
Silica	12·0
Lime	6·0
Iron	3·0
Phosphorus	0·082

Empire Manganese Company.

In 1887 the first contract for manganese mines was made with an American company, the Empire Manganese Company, and comprised 22 mines of those near the Cristo railway station. The

contract provided for a royalty of 1 dol. per ton to be paid to the mine owners, the company obliging themselves to take out a minimum quantity of 210,000 tons annually. Their first operations were on the Margarita and Avispero groups, and the first 50 tons were of picked ore, and sold in the United States at 100 dol. per ton for chemical purposes. In 1888 the same company shipped 1,298 tons, and from September, 1888, to January, 1890, 1,175 tons, making a total of 2,471 tons. The contract of this company with the mine-owners was a very onerous one for the former; a large amount was spent in opening up the mines, and the working expenses were very heavy. These latter were as follows:—Royalty, 1 dol. per ton; cartage to Cristo station, 1 dol. 10 c. per ton; railway to St. Jago, 1 dol. 27 c. per ton; bags to pack and ship ore, 3 dol. 25 c. per ton; lighterage and labour for shipping, 60 c. per ton; freight to United States, and discharge there, 3 dol. 68 c. per ton; and estimated cost of mining, 4 dol. 65 c. per ton; making a total of 15 dol. 81 c., or about 3*l.* 3*s.* per ton of ore landed in the United States. This company failed at the beginning of 1890.

Their contract.

Their exports.

Working expenses.

Company failed.

Some mine-owners then began to work the mines themselves, and others hired out their properties to parties desirous of working them, on royalties varying from 1 dol. per ton to 1 dol. 75 c. per ton. The mines were then worked somewhat more cheaply, and the cost of the ore landed in the United States from the near mines, including royalty, was reduced to 10 dol. 75 c. per ton to 12 dol. 50 c. per ton, according to locality of mine and royalty paid. A fair average of the cost of putting the ore from these mines alongside ship here at St. Jago would be 8 dol. 50 c. per ton to 9 dol. per ton, in Cuban money, say 1*l.* 11*s.* 6*d.* to 1*l.* 13*s.* 4*d.* sterling. The mines further away, such as Ponupo, had to pay a higher rate of cartage, and the cost to this mine was as follows:—Mining, 1 dol. 25 c. per ton; cartage to railway, 5 dol. per ton; royalty, 1 dol. per ton; expenses at station and wear and tear of bags, 2 dol. per ton; railway freight, 1 dol. 27 c. per ton; lighterage and expenses in town 1 dol.; making 11 dol. 52 c., Cuban money, or 2*l.* 2*s.* 8*d.* sterling, alongside ship at St. Jago; and adding to this freight to United States 3 dol. 75 c. per ton and shipping commission, and calculating exchange, we have a result of 14 dol. 25 c., United States currency, for the ton of ore laid down there.

Mines worked by owners.

Worked more cheaply.

Cost of working.

Cost landed in United States.

In this way the total shipments of manganese to the end of 1889 amounted to 2,646 tons, those for the year 1890 to 21,810 tons, and 9,487 tons for the year 1891, the falling-off in the latter year having been caused by a reduction in the price obtained.

Total amount of manganese exported.

All this manganese—I refer to that from the mines in this neighbourhood—is sent down to this city by rail, and is shipped to the United States through agents here. The sole purchaser in the States is the Pittsburg firm of Carnegie and Co. At first they were giving 36 c. per unit, which on manganese of 54 per cent. of metal, and containing only a moderate amount

All shipped to United States.

Sole purchaser, Carnegie.

Prices paid.

Quality.

Profit.

of silica, gave 19 dol. 25 c. (United States currency) per ton landed, which of course left a good profit on the cost of 14 dol. 25 c. (United States currency) referred to above. It would, however, be hardly possible to ship a cargo of such high quality manganese as 54 per cent., the usual run being 45 per cent. to 52. per cent. manganese, 2 per cent. to 3 per cent. iron, 2 per cent. to 12 per cent. silica, 5 per cent. moisture, 0·025 phosphorus. Nevertheless, calculating on manganese of 50 per cent., with 2 per cent. iron, and taking the rate per unit at 32 c., the result would be 16 dol. 20 c. (United States currency) per ton of really good manganese, which would always leave a profit.

Prices reduced, and again raised.

Prices in 1891.

The Carnegie Co. very soon reduced their rate to under 30 c. per unit, but finding the miners could not ship at those prices they had again to raise them in order to get the ore, which will not be shipped at under 32 c. per unit. Finally, their agents here fixed rates in Spanish gold to be paid to the miners for their ore delivered here in town, and in June, 1891, I find these were as follows:—

	Dol.	c.
For 55 per cent. ore	14	35
54 „	14	17
53 „	13	81
52 „	13	45
51 „	13	09
50 „	12	73
49 „	12	37
48 „	11	49
46 „	10	29
44 „	9	14
42 „	7	56

Any iron in the ore is credited at 10 c. per unit. Silica over 8 per cent. deducted for at the rate of 15 c. per unit. Deduction for moisture at the rate of 4 dol. 50 c. per ton weight thereof.

Mode of determining quality of ore.

The quality of the ore was determined, for the purposes of purchase, by analyses of cargoes made for the Carnegie Company by chemists in the United States, but as these analyses were frequently found to differ from those made, also in the United States, of samples of cargoes taken here by the miners. These latter were much dissatisfied, and Messrs. Carnegie therefore sent out a chemist to reside here and analyse for their purchases. This, however, did not seem to mend matters much, and he was taken away, and the old system resumed.

Shipments have gone on in this way until now, the quantity varying according to the prices paid, but things now look as if they were going to change.

Ponupo mines taken by an American Company.

Company will ship at lower cost.

A contract has been signed by the owners of the Ponupo group of mines with a powerful American company, who are to build a railway from said mines to the Cristo station, and work the mines, paying the owners a royalty of 9 per cent. on the value of the ore they may take out and ship without washing, and 7½ per cent. on that of ore that they may wash before shipment, and it is probable that before the end of the present year they will have commenced on the railway. This company will be able

to ship ore at a much lower cost than that incurred by the individual mine-owners, and it is therefore likely that many of these will have to give up. I hear that the company expects to be able to put ore alongside the ship in this port at 6 dol. per ton.

American company in treaty for Bueycito group.

It is also probable that the Bueycito group, mentioned above, may be taken up by an American company, who are in treaty for it. In such case a railway would be built from those mines to Manzanillo, and there would be then another large concern able to supply ore cheaply and in quantity.

Manganese, so far, cannot go to England.

Attempts have been made to find a market in England for this manganese ore, but it has not been possible, so far, to do anything, owing to the difficulty of finding freight at less than 25*s.* per ton to 30*s.* per ton in bulk, and 17*s.* per ton to 20*s.* per ton packed in bags, and also owing to the circumstance of not being able to contract with certainty for a specified quantity of ore of a certain quality, as the numerous mine-owners are not possessed of means, and might find themselves quite unable to fulfil contracts, for the failure of which there would be no satisfactory redress.

Difficulty of getting contracts fulfilled.

Other American companies willing to buy manganese.

The Carnegie monopoly would have been broken up long ago had it not been for this last-mentioned circumstance. There were parties in the States willing and able to build furnaces for working this manganese ore and making the ferro-manganese, but they required a contract here from responsible people guaranteeing a certain amount of ore each year, and, for the above-named reason, no one in this place, who could be considered really responsible, cared about taking it up.

Probability of manganese now going to England.

If these two mining companies are eventually established, and it seems pretty sure that at all events that of Ponupo will be, there will then be a good chance of some of this manganese going to England, as it is probable that there will be more than what the United States can consume, and it will be able to be supplied at prices which, in spite of the heavy freight, may allow of its competing in England with the Caucasian and Chilian ores, even though the price of the former should be lowered, as I hear is likely to be the case owing to greater shipping facilities.

Copper. Groups of copper mines.

At two miles north of this city, and on the west side of the Sabanilla railway, is situated the San Pedro group, with 6 mines, and comprising 193 hectares.

East of these is the Caney group, 17 mines, with 511 hectares.

Due east from St. Jago, at a distance of 9 miles, is the Ocaña mine, with 65 hectares.

Again, east of this town, and 16 miles distant is the Guira mine of 20 hectares, said to contain also gold.

On the same eastern side, 20 odd miles distant, and close to the Sigua Iron Company's railway, and on their land, is the Pipo mine of 60 hectares; and again 3 miles north of the Pipo is the African mine, away up on the Sierra Maestra and covering 36 hectares.

Cobre group, formerly of the English

On the west side of St. Jago, we have, at 16 miles distant, the Cobre group comprising about 240 hectares, and consisting

Consolidated Cobre Company.

principally of what formerly belonged to the English company known as the "Consolidated Cobre Company." Some 15 miles to 20 miles to the west of these are the mines comprising the Brazo de Cauto group, with an extent of 150 hectares.

Many titles not taken out.

Of these mines, the titles of many never have been, and never will be taken out, but I mention them all in order to demonstrate how the copper bearing country is distributed. All of these groups contain mines that have been worked to a more or less extent at former periods, and no actually new district of copper has been discovered.

Good copper, but no good vein found.

There is undoubtedly good copper in nearly all of these mines, but in very few places does there appear to be a vein of any extent. In the Caney group perhaps such may have been found, but it has not been opened up, and the principal deposit of copper in this neighbourhood is undoubtedly that of the Cobre district, where there is one of the largest veins known in the world, and which for many years was profitably worked by the English company I have named above. The old shafts, the deepest of which was sunk 1,100 feet, are full of water, and probably new ones would have to be made in order to work the mine, which is a most valuable one, and with respect to which a very competent English mining engineer, who examined this part of the country, assured me that there was much more copper still underground than what had been taken out, and that any company working these mines again, with sufficient capital, would probably be able to do so at a profit even with copper at 35*l.* per ton, which rate for prudence sake would have to be taken.

Large vein at Cobre.

Old shafts.

Opinion of English mining engineer on Cobre.

American speculators treated for Cobre.

A strong company necessary.

The people who control these mines have from time to time communicated with small American speculators, who have done nothing, and it would be useless to attempt anything there unless in the hands of a strong company. I have little doubt that one day these mines will again be reckoned among the famous copper mines of the world.

Gold.

Nothing has been done with the gold region of Holguin, referred to in my report in 1887.

Nothing done at Holguin.

Report of an English mining engineer thereof.

A mining engineer came out expressly from England to examine these deposits, and found, or at all events considered, that the grains of gold were too minute and too much disseminated throughout all the rocks to be worked at a profit.

He found the alluvial part of the deposits to contain gold to the value of 40 c. (1*s.* 9*d.*) per ton, but that there was not sufficient water to allow of the California plan of hydraulic working, which mode also would not take out nearly all the gold owing to the extreme minuteness of its grains, and that chlorination would be the only way of obtaining a full percentage. He accounts for the presence of this alluvial gold by degradation of the rocks and very small veins of quartz and calc spar traversing the magnesian and serpentine formation in an irregular network.

Minuteness of grains.

Old shafts.

He examined one of the old shafts and could not discover a regular vein, but found the gold scattered among magnesian

limestone and serpentine or talcose rocks, and too much so to be worked to advantage. His opinion was that so far only small ramifications and no true vein had been found, and that, until such was discovered, it would not be prudent to expend capital for working the mines. I may add, however, that his investigations were confined to two places, and that, owing to the difficulty of getting the water out of the shafts without adequate means, and the fact that the owners were not inclined to spend more money on investigations, his examination was by no means as thorough as it should have been, and I am still under the impression that one day, when the matter is properly taken up, these mines will prove to be valuable, the more so as the transport of the ore will be easy now that the railway is completed from Holguin to the port of Gibara.

Not prudent to spend on these mines till vein discovered.

To the west of this town, at about 25 miles distance and 5 miles from the coast, a mine named "Washington," of 25 hectares, was reported and claimed by Don Enrique Messa as of zinc, and later on he claimed another property of 12 hectares adjoining and took out the title under the name of "Jehovah." On being partially opened this mine has been found to consist of argentiferous galena, together with zinc and a little gold.

Lead and silver "Washington" mine.

The vein discovered is of about 20 inches in breadth on the top, and little work has been done there to follow it up and ascertain its breadth lower down.

Vein of 20 inches of argentiferous galena.

Some parties in the United States were in treaty for this mine, but I have not heard that any contract has yet been made.

Parties in United States in treaty.

The following analyses of the ore from this mine would indicate that it is worth looking into, and transport would be easy owing to its proximity to the coast.

Analyses.

Analyses, indicating it is valuable.

Articles.	Per cent.	Oz. per Ton.	Per cent.	Oz. per Ton.
Lead	46	..	46·60	..
Zinc	14·34	..	12·50	..
Silver	..	19	..	22
Gold	..	$\frac{3}{100}$	..	$\frac{8}{100}$

No progress has been made with these mines. The ore itself apparently has never been discovered, though quicksilver has been found in the ravines and water courses, and no efforts of a serious nature have been made to search for the former.

Quicksilver.

Though several specimens I have seen from this district have the appearance of being true coal, I am inclined to think that no beds of coal have been or ever will be found; for in all cases, with one exception, I have found that the deposits so far discovered contain lignite, and many of them are nothing but lignite. The exception above referred to is situated almost in the centre of this part of the island and in a place difficult of access, and the

Coal. Probably no beds of real coal in Cuba.

Lignite and not coal.

coal found there contains a great deal of sulphur and earthy impurities. For the present then, at all events, there is little likelihood of any coal mines being discovered or worked in this district.

Bat guano.

In the caves, principally along the coast, there are several deposits of bat guano, formed by the innumerable bats which inhabit these places. Some 600 tons were taken out of one of these caves, and were sent to the States, and a tramway was constructed, but the owners lost money and gave it up.

600 tons taken out, now given up.

Mining labour. Labourers imported by companies.

The mining companies have imported quite a quantity of labourers from abroad; some have brought Spaniards, and others Germans, Italians, and at one time coloured labour from Nassau and the United States. The importation of coloured hands is now prohibited. Many of these men remain here, others go back to their own countries either to remain or again return, while the most worthless hands do not work, complain of everything and become a general nuisance. Were efforts made to bring out families, instead of single men, there would be more probability of their settling down, and a permanent set of workers would then be on hand. Besides the imported hands, a considerable number of resident native labourers are employed, but as a rule these prefer the sugar estates, and there will always be a certain scarcity of hands for mining purposes until the introduction of labour from abroad is better organised.

Native labour.

Wages at mines.

The pay is 1 dol. per day, and the companies provide good food for the men at the rate of 25 c. per diem, though it actually costs them more.

Health at mines, malarial fevers.

On new mines, while the forest is being felled and cleared, and the subsoil upturned for railway making, &c., there is a good deal of malarial fever, which is sometimes fatal and always extremely difficult to be got rid of afterwards. This, however, seems to disappear when the preliminary works of a mine are finished.

Hospitals.

Though the companies have large hospitals at the mines they are sometimes insufficient, and again workmen will not wait until properly cured, but as soon as able to move they clear out to some other mine, and in doing so frequently fall ill on the road and are brought into the public hospital in town, which is only of moderate size and its capacities are often over-taxed.

Mining laws.

These were referred to in my report in 1887, in which year the freedom from import duties on mining material was extended for another five years, which latter period will expire on May 24, 1893. In July, 1890, it was enacted that mines reported and claimed after the 1st of that month should pay a yearly "canon," or ground tax, which in the case of iron was 2 dol. per hectare of ground, and in those of other metals 5 dol. per hectare.

Ground tax.

New Budget Law.

Export duty.

Mines to which tax is not applicable.

Now, however, the new Budget Law for Cuba increases this yearly canon by 50 per cent., and also provides for an export duty on ore of 2 per cent. on its value, but neither the canon nor the new arrangements are applicable to mines reported before July 1, 1890, in view of the privileges conceded to them by the Laws of 1883 and 1887.

Nevertheless, the new Budget Law says that, as mines claimed or worked previously to July, 1890, cannot be charged with the ground tax itself, in view of concessions previously granted, such mines will only be liable to the 50 per cent. increase on said tax. As the Law of 1883, after declaring certain mines free from yearly ground tax for a period of 20 years, expressly states that "mining industries shall not be charged with any contributions or other tax," this new enactment is entirely in contradiction to the concessions granted in 1883, and has created consternation among mine-owners. Several of these will be unable to afford the annual expense on mines they hold, but which they have not yet sold and cannot work themselves, and such people will consequently be obliged to abandon their properties, or, at all events, the least valuable ones of them. The stronger holders, on the other hand, do not so much care about the actual disbursement, which is not excessive, but are much alarmed at the effect the new enactment may have on foreign capitalists, when these see that concessions granted in 1883 are not carried out, after considerable interests have been involved on the understanding that they would be.

Law is at variance with that of 1883.

Miners fear effect abroad of new Law.

The general impression here is that the new law has been made without the terms of that of 1883 having been sufficiently borne in mind, and that, as soon as the Colonial Minister receives the representations which will go on from here on the subject, he will withdraw it.

Will probably be changed.

The fact is that, hitherto, the Spanish Government has not only fulfilled all that it has promised to mining companies and miners, but the experience of the former is that they have obtained in practice a good deal more than was promised them, or what they could have expected.

Government has so far fulfilled promises.

Although this ground tax should not apply to mines which have been declared exempt from it, the tax itself is probably a desirable one, not so much for what it may bring into the Treasury, which will be very little, but as a protection to land-holders.

The ground tax is probably a desirable one.

Exemption from said tax was extended in 1883 for another 20 years in order to encourage people to search for and report mines, and it has had this effect; now, however, there would be little object in continuing the exemption, as it is probable that most of the mineral deposits are by this time known.

Object of its suspension.

On the other hand, it was, as it stood, somewhat hard for the land-owners, for anyone, by merely paying the Government engineer's fees and stamped paper for the title, could report and obtain the ownership of a mine on other peoples' property, and possess it ad perpetuam, without having to pay any tax whatever until the year 2003, as long as he did not work it. In this latter event, he then had to buy the land from the owner, and if the latter refused to sell, the Government obliged him to on a certain valuation.

Mining laws are hard on land-owners.

Consequently, a good many mines are in the hands of people of no means and who have no intention of working them, but merely hold them on the chance of finding a purchaser and thus

Mine reported and claimed on speculation.

realise a good profit, without having had any expenditure beyond the first cost of marking out and obtaining the title.

Small expenses of reporting and claiming mines.

These latter expenses are as follows: deposit for the engineer, 60 dol. per cent. for the first 12 hectares or under, and 2 dol. per hectare for each above the first 12, and the engineer's bill generally amounts to about 25 per cent. over these deposits. The Government title costs 18 dol. 75 c. for each mine, no matter of what metal or extent, and then, for iron, 2 dol. for the first 15 hectares and 50 c. for each one over; and for other metals, 2 dol. for the first 12 hectares and 1 dol. for each hectare above the first 12.

Mining engineer's receipts since 1883 for mines reported.

Calculating on the above basis and on the number of mines whose titles have already been issued, it would appear that the mining engineer's office must have received since 1883 about 50,000 dol. (10,000*l.*) for mines conceded, and about 15,000 dol. (3,000*l.*) more for mines which have been marked out, but the title of which has never been claimed.

Revenue received by Government for same.

The Government revenue on the same mines will have been, between stamped paper and fees for titles, about 15,000 dol. (3,000*l.*). Considering the number of mines reported and claimed, this represents a very small amount, and is a good indication of the liberality of the Spanish mining laws.

Cuba does not deserve such a bad name abroad.

Cuba has not a good name abroad, and capitalists are reluctant to invest their money here; those who have done so and have acquired experience of the country, have perhaps discovered that things are not as they had imagined, and that the promises of the Government are carried out, and little by little confidence is being inspired.

Confidence being inspired. Foreigners must not expect to find things as in England.

Of course, foreigners must not expect to find things organised here in exactly the same manner as in their own countries, especially as in England and the United States; they will find essentially Spanish institutions and Spanish laws, but if they go the right way to work, I do not think they will find reason to complain.

Formalities and routine.

There probably are more formalities and more routine to be undergone than in some other countries, and perhaps an unnecessary amount of documentary work and stamped paper for everything required at the Government offices, from a shooting licence to a railway concession is prefaced with a petition on stamped paper; but these are small matters, and on the other hand, they will, as a rule, find the officials obliging and willing to help them.

Officials obliging.

I may mention that I have frequently seen the regulations entirely set aside by high officials in order to facilitate new undertakings, and to an extent unheard of elsewhere.

Foreigners often expect too much.

The fact is that some foreigners arrive here and expect to do things they would not dream of in their own countries, and entirely as they like without regard to the local regulations, and very often they are allowed to do so, and then, if checked, are apt to complain of the institutions really without reason.

Enormous mining

From the foregoing relation with regard to the mining

industry of this province, it will be seen that there is undoubtedly an enormous amount of mineral wealth in this part of Cuba, that its development, although perhaps this has increased as much as could have been reasonably expected, has not done so to the extent that the more sanguine holders had hoped, and that what has been done so far has been entirely done by American companies.

wealth, so far in hands of Americans.

The natural market for the iron ore is the United States, and it was hardly to be expected that this ore would be taken for England as long as the latter country can obtain it at a cheaper rate from Spain itself, but, as the supply of ore in the Spanish mines becomes scarcer, then the attention of English iron foundries will be attracted to Cuba, where there is good ore for many years to come.

United States is market for iron ore.

Cuban ore may go to England later.

I have already shown why it has not been possible so far to ship manganese ore to England, and also that such shipment may now become possible.

England may also get manganese.

Besides mines of iron and manganese, however, there are others which it might be quite worth the while of English capitalists to look into, such as copper, lead, silver, and gold, if they cannot for the present do anything in iron. American capitalists have so far been little attracted by these, the same necessity for these other metals does not exist in the United States as it does for iron and manganese, but there is little doubt that they will eventually be so attracted.

Other mines worthy of attention of English capitalists.

I have been often asked by people in England interested in mines to procure them options on properties and to indicate which are the most promising. I would now say that mine-owners here, having been so often disappointed in the United States with this option question, are, as a rule, now unwilling to grant any, and thus bind themselves down, unless it be to parties who really show an interest in the matter and take the trouble to come out and see for themselves.

Options on mines.

My advice, then, to persons desirous of entertaining any mining project in Cuba would be to come out and examine for themselves; this can now be easily done, and if undertaken in the winter, constitutes an agreeable pleasure trip. No description can ever give an adequate idea of the reality, and if they then see anything likely to suit them they have the advantage of being on the spot, and can ascertain all particulars and treat themselves directly with the owners.

Parties should come out and see for themselves.

General Remarks.

According to the last census, taken on December 31, 1887, the population within the actual town limits was 33,452, and that of the municipal limit was 63,792, the latter being as follows :—

Population of town.

Population of municipal limit.

Description.	Males.	Females.	Total.
	Number.	Number.	Number.
White..	17,153	15,004	32,157
Coloured	13,921	17,714	31,635
Total	31,074	32,718	63,792

Population of province.

And that of the whole province, of which St. Jago is the capital, was—

Description.	Males.	Females.	Total.
	Number.	Number.	Number.
White..	86,202	77,921	164,123
Coloured	53,218	59,888	113,106
Total	139,420	137,809	277,229

Deducting from the population of the town limits the number of troops within same on the day of taking the census, as these are a very variable quantity, we have 32,685 civilians on December 31, 1887, but to-day the town contains more to judge from the scarcity of house-room.

Death rate.

Taking, however, the above number as a basis on which to calculate the death rate for the last 10 years, during which period the total number of deaths of civilians amounted to 10,882, or an average of 1,088 per annum, we obtain a yearly rate of 33·3 per mille; but in the summer of 1887 there was a severe epidemic of small-pox, which alone carried off 997, and, therefore, omitting that year of extraordinary mortality, we get a result of 29·8 per mille, which may be considered a fair estimate of the death rate in normal times.

Small-pox.

Place is comparatively healthy.

For a West Indian town this is not high, and even compares favourably with some European capitals; the comparative healthiness of the place is probably accounted for by the town being hilly,

Drainage.

and the subsoil permeable, natural facilities being afforded for surface drainage, which is the only one, no real system of drainage having ever been attempted by the Town Council.

Months in which more deaths occur.

The returns show that the months in which the greater number of deaths have occurred during the same 10 years are June, May, and July, in the order stated; and next to these come December and January, when a great many of the old people die.

Yellow fever.

During these same 10 years deaths among civilians from yellow fever have amounted to 122, or an average of 12$\frac{1}{5}$ per annum.

Months in which it prevails more.

The disease seems to have prevailed more in the months of November, December, and January, and then again in June and July; and the least number of deaths from this cause in any one year has been five, and the greatest 25, this latter maximum having

been reached last year. It will be evident, then, that foreigners do not run such a very big risk here from yellow fever. It is not a big risk.

The troops, all of which come from Spain, suffer more in proportion from this disease, and of the total number of deaths of these, from all causes, during the 10 years, say, 1,434, the proportion caused by yellow fever was 1,062. Deaths of troops.

Two years ago a certain Dr. Garcia of this town tried some experiments on yellow fever patients by putting them, bed and all, into a box with double walls and top, and lined with metal, in order to contain ice in the walls and top. This produced a very damp temperature a few degrees above freezing point, and has given a very good result. I believe that the theory is, that not only does the low temperature destroy the microbes, but that also the moist atmosphere is absorbed by the lungs and pores of the patient, and the extreme thirst, and stoppage of the action of the kidneys, so common in yellow fever, are at once remedied. Dr. Garcia is at present at Havana, continuing his investigations in this respect. Doctor Garcia's cure for yellow fever.

The town supply of water is of good quality, but deficient in quantity, and the home Government have just made a grant of 30,000*l.* to be employed in making a new aqueduct, which is much wanted. Water supply.

The streets are well lighted with gas by a company, which is one of the few in the world that does not pay, owing to the remissness of the Town Council in paying for the public lighting. On the other hand, but few of the streets are paved, and that badly, while none are kept in permanent repair, and all are usually in a very bad state. Streets.

The shops are good, and everything that can be reasonably required is to be found among their stocks. Shops.

The hotels can hardly be worse, but there are good restaurants. Hotels.

The climate is pleasant, and especially so in the country; the extremes of the thermometer 60° and 95° Fahr., and its usual range 78° to 90° in summer, and 70° to 82° in winter. Climate.

The country is thinly populated, and there is a large extent of virgin forest which has never been touched, and the soil of which is fertile and productive. Country.

There is a great want of means of communication; the rivers are too small for navigation, while the roads are bad, and only transitable on foot or on horseback, and not even in that way in wet weather. The railways are only for short distances among the more cultivated parts, and the country sadly wants opening up. Want of means of communication. Bad roads.

As a natural sequence of the abolition of slavery, the coloured people, rather than work steadily, prefer to live on their own little pieces of land, and cultivate a few vegetables and a little coffee, doing occasional work on the sugar or coffee estates in crop time. Nevertheless, while they do work they do so more or less in a satisfactory manner; but planters are liable to be without hands sometimes when they are much wanted. I have known crops of sugar estates to have been retarded by this want of hands, but none have actually failed from this cause. Labour in the country. Hands wanted.

Domestic service.

The domestic service in the towns is, on the other hand, bad and very scarce, and many people actually cannot obtain servants, even though they pay high wages. Were it not that a certain number of soldiers are allowed to leave their regiments for a time and take service in the houses, the private families would be put to greater straits than they are; female servants cannot, however, be replaced in this way, and are very scarce. The principal cause of this is because the coloured people now consider it degrading to serve the whites as servants, and this is carried to such an extent that the rules of one of the Social clubs of coloured people excludes any members who themselves, or whose relations, are engaged as servants.

Coloured people consider it degrading.

Immigration.

The Government have been and are making efforts to organise a system of immigration from Spain, but so far the result has not been very satisfactory, and in order to be effectual it will require to be done on a much larger scale.

The surplus capital does not stay in Cuba.

There exists a vital evil in Cuba, viz., the surplus capital produced does not accumulate in the country. There is a constant drain of money outwards, and this is not due to an excess of value of imported goods over that of produce exported. The country itself produces, but the surplus of its production does not remain.

Why it does not remain.

The contributions, though heavy, do not take the money away, for these are redistributed locally almost as soon as collected. The planters in this district, as a body, have not made money of late years, or if some have, their profits have been reinvested in improving their properties, or have gone to pay debts for improvements already made. A good part of the amount produced goes to the Government employés, many of whom come from Spain, leaving their families there, and they send home their savings; but the bulk of the value of what is taken from the soil eventually finds its way into the hands of the shopkeepers and dealers of all kinds, and the surplus of their profits, as a rule, leaves the country. This class, which is a numerous one, comes either from Spain or from abroad, not to take up a permanent abode here, but to make money and return, for as the author of the book, "Cuba por fuera," observes, no one comes to Cuba "to return with his hands in his pockets." These people live with great economy, and amass; and when each one has obtained what he deems a sufficiency, he returns to his own country, and carries his gains along with him. But few of those that succeed remain permanently, and if they do, they, like other permanent residents in similar cases, do not invest their surplus in the country, but all endeavour to get what they can and send it abroad, in order, as they say, "to have something on the safe side." Thus neither the general wealth nor the population augment as they should.

Probable future of province.

Under present conditions, then, agricultural industries are unlikely to increase, though there is ample scope for them in this part of Cuba, and much more so than in the western district of the island; for as long as the labour problem is unsolved, while means of inter-communication in the province are wanting, and, above all, as long as the surplus capital made continues to leave the country,

there is little chance of further development of its enormous agricultural resources. On the other hand, the district bids fair to extend its mining interests, of which it is undoubtedly destined to become one day a most important centre.

Statistics of Outports.

STATEMENT of Shipping of all Nations Entered at the Port of Baracoa during the Years 1890–91.

Nationality.	1890.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Spanish	26	14,014	24	16,464
English	33	13,427	15	5,278
American	43	7,283	29	5,463
Norwegian	205	74,942	143	67,813
Total	308	109,810	211	95,018

STATEMENT of Exports from the Port of Baracoa during the Years 1890–91.

Articles.		Quantity.	
		1890.	1891.
Cocoanuts	Number ..	5,354,500	3,398,000
Bananas	Bunches ..	1,266,480	773,300
Cocoanut oil	Barrels ..	1,172	300
Hides	Number ..	175	933

STATEMENT of Shipping of all Nations entered the Port of Manzanillo during the Years 1890–91.

Nationality.	1890.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American	19	7,819	21	8,989
English	17	5,223	24	11,617
Norwegian	21	10,221	17	7,043
Swedish	8	2,742	6	2,015
Spanish	10	1,806	11	2,105
Dutch	5	480	3	198
German	6	6,237	10	11,468
Russian	..	..	1	675
Danish	1	255	..	..
Total	87	34,786	93	44,111

STATEMENT of Exports of Sugar from Manzanillo for Five Years.

	Tons.
1887	11,774
1888	18,131
1889	17,320
1890	22,103
1891	23,970

STATEMENT of Shipping of all Nations entered the Port of Banes during the Years 1890–91.

Nationality.	1890.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
English	4	1,716	6	2,786
American	..	..	1	163
Norwegian	33	13,402	60	37,600
Total	37	15,118	67	40,549

STATEMENT of Exports from the Port of Banes during the Years 1890–91.

	Bunches of Bananas.
1890	180,000
1891	393,000

STATEMENT of Shipping of all Nations Entered at the Port of Gibara during the Years 1890–91.

Nationality.	1890.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Spanish	78	52,125	78	57,067
English	13	7,782	7	3,131
American	13	4,683	17	5,912
Norwegian	43	16,899	81	46,585
German	2	1,800	1	1,280
Total	149	83,289	184	113,975

STATEMENT of Exports from the Port of Gibara during the Years 1890–91.

Articles.		Quantity.	
		1890.	1891.
Sugar	Tons ..	7,608	2150*
Molasses	Hogsheads	216	..
Tobacco	Bales ..	28,488	21,766
Bananas	Bunches ..	257,129	544,500
Hides	Number ..	5,143	9,890
Mahogany	Feet ..	734,207	93,711
Cedar	„ ..	621,256	99,535

STATEMENT of Shipping of all Nations Entered at the Ports of Naranjo and Sama during the Years 1890–91.

Nationality.	1890.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Norwegian	6	1,781	19	8,080
American	..	..	8	3,200
Total	6	1,781	27	11,280

STATEMENT of Exports from the Ports of Naranjo and Sama during the Years 1890–91.

	Bunches of Bananas.
1890	28,506
1891	750,501

* The falling-off in the sugar crop of 1891 was due to excessive draught.

KEY to the Map of Mines East and North of St. Jago de Cuba.

Iron mines are designated	by parallelograms and numbers
Manganiferous iron	„ „ letters
Manganese mines	circles and letters
Copper mines	„ „ numbers

IRON.

1–4.—Dorotea group
5–15.—Sevilla group
16–24.—Carpintero group
25–41.—Juragua group, of which 25–30, 34, and 36–41 belong to the Juragua Iron Company
42.—Damajayabo mine
43–49.—Madalena group, of which 43–46 belong to the Spanish American Iron Company
50–52.—Providencia group
53–66.—Economia group
67–71.—Cajobabo group
72–75.—Berracos group
76–84.—Uvern group, of which 83 and 84 belong to the Sigua Iron Company
85–89.—Arroyo de la Plata group, of which 86, 87, 88, 89 belong to the Sigua Iron Company

MANGANIFEROUS IRON.

N.O.P.—Group to Northward of Arroyo de la Plata

MANGANESE.

A.B.C.—Boniato group
D.E.F.G.—Dos Bocas group
I.—Quemado group
H.—Margarita group
J.K.—Avispero group
L.M.—San Juan group

COPPER.

1–4.—San Pedro group
5–8.—Caney group
9.—Ocaña group
10.—Guira group
11–12.—Africana group
13–14.—Pipo group
15.—Cobre group

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1108.	Paramaribo	1½d.
1109.	Tunis	1½d.
1110.	Sofia	3d.
1111.	Brunei	1½d.
1112.	Athens	2½d.
1113.	Alexandria	2d.
1114.	Vienna	1d.
1115.	Stettin	2½d.
1116.	Berne	1d.
1117.	Palermo	2½d.
1118.	Tokio	1½d.
1119.	St. Petersburg	5d.
1120.	Teneriffe	1d.
1121.	Damascus	1d.
1122.	Naples	2d.
1123.	Hakodate	1d.
1124.	Montevideo	2½d.
1125.	Stockholm	1½d.
1126.	Dantzig	2d.
1127.	The Hague	1½d.
1128.	Odessa	1d.
1129.	Berne	1½d.
1130.	Malaga	3d.
1131.	Rome	2½d.
1132.	St. Jago de Cuba	4½d.
1133.	Munich	1½d.
1134.	Meshed	1d.
1135.	Guayaquil	½d.
1136.	Rio de Janeiro	4½d.
1137.	Tonga	1d.
1138.	Copenhagen	1d.
1139.	Tangier	1½d.
1140.	Buenos Ayres	2½d.
1141.	Para	1d.
1142.	Baghdad and Bussorah	1½d.
1143.	Christiania	5½d.
1144.	Old Calabar	2d.
1145.	Trieste	1½d.
1146.	Quito	1d.
1147.	Buenos Ayres	6d.
1148.	Bogotá	1d.
1149.	The Hague	2d.
1150.	Mexico	2½d.
1151.	Florence	2d.
1152.	Calais	1d.
1153.	Lorenzo Marques	1½d.
1154.	Patras	1d.
1155.	Taganrog	1d.
1156.	Stockholm	1d.
1157.	Washington	2d.
1158.	Paris	1½d.
1159.	Bengazi	1d.
1160.	Santos	2½d.
1161.	Buenos Ayres	1½d.
1162.	Nantes	1d.
1163.	Beira	5d.
1164.	Galveston	1½d.
1165.	Berlin	1d.
1166.	Bordeaux	2½d.
1167.	Calais	2½d.
1168.	The Hague	2d.
1169.	Athens	12d.
1170.	Galatz	1½d.
1171.	Guayaquil	1d.
1172.	Riga	2d.
1173.	Trebizond	1d.
1174.	Havre	2½d.
1175.	Saigon	½d.
1176.	Baltimore	1½d.
1177.	Brest	1d.
1178.	Buenos Ayres	½d.
1179.	Adrianople	½d.
1180.	Algiers	2½d.
1181.	Boston	1d.
1182.	Marseilles	1½d.
1183.	Warsaw	1d.
1184.	Piræus	1½d.
1185.	Callao	1d.
1186.	Jerusalem	½d.
1187.	Chefoo	1½d.
1188.	Munich	2d.
1189.	Resht	1d.
1190.	Batavia	1½d.
1191.	Batoum	1½d.
1192.	Tainan	1d.
1193.	Amoy	1d.
1194.	Zanzibar	4d.

No. 1195.

Reference to previous Report, Annual Series No. 1056.

SPAIN.

CORUNNA.

Consul Walker to the Earl of Rosebery.

My Lord, *Corunna, April* 13, 1893.

I HAVE the honour to transmit herewith enclosed to your Lordship a Report on the Trade and Commerce of my Consular District for the past year.

I have, &c.

(Signed) E. H. RAWSON WALKER.

Report on the Trade and Commerce of Corunna for the Year 1892.

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In forwarding my annual trade report for my Consular district for the past year I am sorry to have to state that there has been a great falling-off, not only in the imports as well as exports from this port, as the tabular statement of statistics, which is herewith annexed, in this report will show.

The reasons thereof are the following: most of the European Powers who had commercial treaties with the Spanish Peninsula, and under those treaties enjoyed privileges of most-favoured nation clause, or otherwise, now that the aforesaid treaties of commerce have expired, will, until new treaties are made, find it impossible to continue to trade with Spain with her high-protectionist tariffs. France has completely handicapped Spain as regards the introduction of wines into the French Republic. Spain in retaliation charges protective dues on French goods crossing the Spanish frontier. Germany, that did a large trade with Spain in white rhum, made from the potato, now that the duty of 160 pesetas the hectolitre is placed on this spirit by the tariff of the Spanish customs, coupled with an extra duty of 25 pesetas the hectolitre, levied by the octroi, is so completely shut out of the market that German spirit has long ceased to be imported. German bazaar, or fancy goods, as well as toys, of which large quantities were imported, viâ Hamburg, are no longer introduced. England, that formerly competed with her woollen goods, under the new vexatious custom-house tariffs, has also ceased to import the aforesaid goods to Spain. Therefore, there is a complete paralisation at this port, as far as foreign merchandise is concerned; and unless the above-mentioned nations succeed in making advantageous treaties of commerce with the Government of the Spanish Peninsula, matters are likely to continue in this unsatisfactory condition.

The Bay of Corunna, which formerly was crowded by a small fleet of schooners plying between this port and the English ports above alluded to, with their live freight of cattle, has now quite a deserted appearance, and those vessels which caused such activity to the port, and, moreover, gave constant employment to cattlemen, bargemen, and steam tugs, has become a thing of the past. It is, however, to be hoped that before long, with all these severe measures being enacted, the cattle disease may finally be stamped out, and that the cattle trade, which brought such prosperity and comfort to the inhabitants of this province, may again revive and

bring back comfort and affluence to those who formerly made a comfortable living in rearing and bringing down from the interior for sale to the English contractors the splendid oxen fattened in this province for export to England.

Imports.

Coals. The importation of coal during the past year gave a return of 16,991 tons, valued at 2,040*l.*, whereas 1891 gave only half that amount, or 8,000 tons, valued at 8,000*l.*

Drugs. Drugs show a decrease for last year, or 107 tons, valued at 440,000*l.*, the year 1891 gave a return of 550 tons, valued at 13,808*l.*

Hides, raw. Hides show an increase when brought into comparison with 1891, as 1892 gives a return of 6,642 tons, valued at 47,808*l.*, whereas 1891 gave only 380 tons, valued at 30,400*l.*

Machinery. Machinery in 1891 gave a return of 200 tons, valued at 10,200*l.*, the past year 939 tons, of the value of 5,600*l.*

Metals. Metals for 1892 gave a return of 216 tons, valued at 432*l.*, 1891 gave 600 tons, valued at 12,000*l.*

Marbles. Marbles for 1892 gave a return of 446 tons, valued at 724*l.*, the year 1891 shows that 2,000 tons were imported, valued at 72,000*l.*

Pitch and tar. Pitch and tar for 1892 gave a return of 271 tons, valued at 1,356*l.*, and the previous year of 258 tons, valued at 12,900*l.*

Petroleum. Petroleum for 1892 gave a return of 9,209 litres, valued at 4,416*l.*, whereas 1891 gave a return of 2,500,000 litres, valued at 31,250*l.*

Paper. Paper gives a return for 1892 of 691 tons, valued at 1,680*l.* The year 1891 gave a return of 200 tons, valued at 13,000*l.*, the great discrepancy in the value between the prices of one year in comparison with the other is owing to the superior quality imported.

Porcelain. Porcelain gave a return in 1891 of 300 tons, valued at 21,000*l.*, the past year shows that 1,390 tons were imported, valued at 10,296*l.*

Salt fish. Salt fish, which is imported from Norway and Sweden, in 1891 gave a return of 800 tons, valued at 27,200*l.*, whereas 1892 gives a return of 6,179 tons, valued at 17,420*l.*

Timber. Timber for the year 1891 gave a return of 530 tons, valued at 3,710*l.*, the year 1892 gives a return of 14,517 tons, valued at 7,948*l.*

Sugar. Sugar in 1891 gave a return of 6,750 tons, valued at 354,000*l.*, the year 1892 gives a return of 43,992 tons, valued at 84,464*l.*

Coffee. Coffee for the year 1891 gave a return of 170 tons, valued at 6,120*l.*, the year 1892 shows a return of 2,407 tons, valued at 31,380*l.*

Cocoa. Cocoa in the year 1891 gave a return of 650 tons, valued at 15,600*l.*, whereas the year 1892 shows that 6,051 tons were imported at the value of 37,963*l.*

Tobacco. Tobacco in 1891 gave a return of 40 tons, valued at 5,360*l.*, the year 1892 gives a return of 65 tons, valued at 1,632*l.*

Textiles. Textiles for the year 1891 gave a return of 650 tons, valued at 15,600*l.*, the year 1892 gives a return of 421 tons, valued at 4,200*l.*

Spirits for the year 1891 gave a return of 709,662 litres, valued at 11,827*l.*, whereas the year 1892 gives a return of 22,674 litres, valued at 26,760*l.*

Exports.

Oxen. The export of oxen to Great Britain for the army and navy contracts during the year 1892 were 2,345 head, valued at 34,200*l.*, the year 1891 gave 7,444 head, valued at 148,880*l.*

Pitwood. Pitwood, which is exported to England for pit-props in the coal mines, gives a return of 580 tons for the year 1892, valued at 290*l.*, the year 1891 gave 890 tons, of the value of 578*l.*

Onions. Onions are shipped in large quantities from this port to the Spanish colonies, the year 1892 gives a return of 21,565 tons, valued at 8,640*l.*, whereas 1891 exported 2,720 tons, of the value of 8,160*l.*

Potatoes. Potatoes are also shipped to the Spanish colonies. 1892 gives a return of 7,612 tons, valued at 3,040*l.*

Chestnuts. Chestnuts are also beginning to be exported from this province, also to the Spanish colonies. Last year 3,066 tons, of the value of 2,460*l.*, were exported.

Bacon and hams. Bacon and hams were likewise shipped to the Spanish colonies. The year 1892 gives a return of 833 tons, valued at 7,000*l.*, whereas 1891 gave a return of only 80 tons, but the value amounted to 6,720*l.*, which must be accounted for owing to the superior quality.

Butter and lard. Butter and lard were exported in 1892 to the amount of 775 tons, valued at 1,602*l.* The previous year 60 tons were exported, valued at 6,300*l.*

Wine. Wine was exported to the amount of 515,272 litres in 1892, valued at 7,400*l.* In the year 1891 it gave a return of 650,420 litres, valued at 8,130*l.*

Chocolate. Chocolate in the year 1892 was exported to the amount of 3,667 tons, valued at 29,320*l.*, whereas the year 1891 gave a return of 300 tons, valued at 26,400*l.*

Ingredients for soup: vermicelli. Ingredients for soup, such as vermicelli, &c., in the year 1892 show a return of 4,286 tons, valued at 12,860*l.*

Sardines and oil. Sardines give a return of 2,854 tons, valued at 3,420*l.* The year 1891 gave a return of 190 tons, valued at 3,800*l.*

Lobsters. Lobsters were exported alive to France to the number of 32,200, valued at 2,560*l.* The previous year shows that 40,500 lobsters were exported, valued at 35,950*l.*

Agriculture.

There is nothing very encouraging to write under this heading. The province of Galicia, as I have before remarked in previous reports, is an entirely agricultural one. The rearing of cattle for home consumption and export to England; the cultivation of grain for breadstuffs for home use, and the large tracts of land dedicated to the cultivation of the vine, which has been year by year shipped in large quantities to France to blend with the weaker Bordeaux wines, are, and have been, the chief products of this province. Then, again, the chestnut tree is grown all over the country, the fruit thereof being used for domestic purposes, such as making of soup, and, if the maize crop fails, bread of a coarse kind has been made from the grinding of the chestnut into flour.

The prohibition of the export of cattle, as I have before observed, has been a most severe blow to the peasant farmers throughout this province, who now forward, as a slight substitute to relieve them of the depression they are labouring under from the cutting off of this lucrative source, large quantities of cattle per rail to Madrid, but the speculation is not nearly so remunerative as the exportation of cattle to England, as the railways, freights, and insurance on the cattle have all to be taken into consideration and deducted from the farmer's profit, whereas under the old system of exporting to England the farmer sold to the various cattle dealers, buying for the contractors in Corunna for shipment to England, and had no more anxiety when once their cattle were off his hands. Now there is the risk of railway accidents, the fall in the price of the meat market, and innumerable other contingencies to be taken under consideration. The almost complete stagnation in the export of wine from the province of Orense in Galicia, owing to the protective dues that France has thought it expedient to place in her scale of customs tariffs, has been another severe blow to the Gallego farmer. This, coupled with the heavy taxation he is burdened with, and the octroi dues he has to satisfy on all the home produce brought into the towns, had seriously crippled him.

Cereals.

The Chamber of Commerce do not publish statistical returns of the grain produce year by year in comparison with past years: therefore, it is only by hearsay and from information given by the native farmers, that it is possible to arrive at any conclusions.

Wheat and barley have been on an average this year, but grain is not grown for export, but only home consumption. Wheat and barley.

The maize crop has been above the average this year, which is a source of congratulation to the peasant farmers and labourers in the country, whose staple source of sustenance greatly depends Maize.

on a successful maize harvest. Their coarse bread, "brona," is made therefrom, as well as several of their dishes being prepared from the flour.

Onions. The cultivation of the onion is extensively carried out in this province, more particularly so in the immediate neighbourhood of this town, where they are shipped in large quantities to Havana and Puerto Rico.

The outlying land beyond the town is cultivated in the form of market gardens, where large quantities of vegetables are grown to supply the Corunna market, as well as the provisioning of the various mail steamers constantly calling at this port. The generality of the vegetables consists of potatoes, cauliflowers, cabbage, carrots, turnips, lettuce, onions, beetroot, &c.; in fact, all kind of vegetables for culinary purposes grow here all the year round, the mildness of the climate and the moisture thereof being well adapted for the cultivation of the same.

The following table will give a tolerably fair idea of the fluctuation in the cattle export to England to supply the army and navy contracts, as well as private dealers, during the last 6 years:—

Years.	Cattle.	Value.
	Head.	£
1888	8,188	114,632
1889	10,382	164,526
1890	9,557	191,140
1891	7,444	148,880
1892	2,349	26,980

The great falling-off in the exportation of cattle between the years 1891–92 is, on account of the prohibition of the same from this province to the United Kingdom, from the early part of 1892, and from that date there has been a complete termination in the cattle trade.

Improvements.

The town of Corunna is year by year continually improving in appearance. New streets are being made and houses built in that portion of the town which, 13 years ago, when I first came to reside here, was considered unfashionable. Now the better class of houses are being erected in this quarter outside the barriers, where the fortifications formerly existed, with moat and drawbridge, and the old part of Corunna, called the "Ciudad," or city, where the best families, members of the aristocracy and proprietors have lived for generations, is gradually becoming deserted. The new comers prefer the more cheerful and more comfortable modern houses which are daily springing up.

The Waterworks Convention, I am informed, has been signed

between the contracting parties, that is, the Town Council of Corunna and an English company, but up to the present no works for supplying the great need for water for the town has been commenced.

The harbour works are also in statu quo, the contract not having been accepted by any company, owing, I am informed, to disputes that have arisen between the contractors and the Local Government.

Annex A.—RETURN of all Shipping Entered and Cleared at the Port of Corunna in the Year 1892.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	44	4,590	29	52,744	73	57,334
Spanish	271	15,784	568	612,066	839	627,850
French	27	1,514	45	88,413	72	89,927
German	45	61,391	...	...	45	61,391
Norwegian	3	721	17	6,337	20	7,058
Portuguese ...	...	...	...	...	...	...
Total	390	84,000	659	759,560	1,049	843,560

Annex B.—RETURN of Principal Articles of Export from the Port of Corunna during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Oxen...	Head ...	2,345	34,200	7,444	148,880
Pitwood	Tons ...	580	290	890	578
Onions	,, ...	21,565	8,640	2,720	8,160
Potatoes	,, ...	7,612	3,040	...	...
Chestnuts	,, ...	3,066	2,460	...	...
Bacon and hams	,, ...	833	7,000	80	6,720
Butter and lard	,, ...	775	1,602	60	6,300
Wine...	Litres ...	515,272	7,400	650,420	8,130
Chocolate	Tons ...	3,667	29,320	300	26,400
Vermicelli	,, ...	4,286	12,860	...	...
Sardines	,, ...	2,854	3,420	190	3,800
Lobsters	Number ...	32,200	2,560	40,500	4,050
Other articles	Tons ...	500	4,500	300	3,300
Total	...	595,555	172,292	702,904	516,318

RETURN of Principal Articles of Import to the Port of Corunna during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coals...	Tons ...	16,991	2,040	8,000	8,000
Drugs	,, ...	107	440	550	19,800
Hides, raw	,, ...	6,642	47,808	380	30,400
Machinery	,, ...	939	5,600	2 0	10,200
Metals	,, ...	216	432	600	12,000
Marbles	,, ...	446	724	2,000	72,000
Pitch and tar	,, ...	271	1,356	258	12,900
Petroleum	Litres ...	920,877	4,416	2,500,000	31,250
Paper	Tons ...	691	1,680	200	13,000
Porcelain and glass	,, ...	1,390	10,296	300	21,900
Salt fish	,, ...	6,179	17,420	800	27,200
Timber	,, ...	14,517	7,948	530	3,710
Sugar	,, ...	43,992	84,464	6,750	354,000
Coffee	,, ...	2,407	31,380	170	6,120
Cocoa	,, ...	6,051	37,968	650	15,600
Tobacco	,, ...	65	1,632	40	5,360
Textiles	,, ...	421	4,200	200	20,000
Spirits	Litres ...	2,267,330	26,760	709,662	11,827
Maize	,, ...	8,724	6,976	6,800	61,200
Other articles	,, ...	4,800	535,300	3,900	452,400
Total	...	3,303,056	828,840	3,241,990	1,188,867

RETURN of British Shipping at the Port of Corunna in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
20	38	58	42,489	2,829	45,318	1,918	...	46	...	46	7,843	...	7,843	418	53,760

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Portugal	4	...	4	2,407	...	2,407	95	...	West Indies ...	1	1	2	1,000	...	1,000	20	...
United States ...	4	...	4	3,752	...	3,752	81	...	France	2	...	2	2,515	...	2,515	100	...
Austria	1	...	1	308	...	308	20	...	Spain...	3	1	4	4,725	...	4,725	160	...
Spain	2	...	2	1,400	...	1,400	40	...	Argentine Republic	16	...	16	40,369	...	40,369	1,441	...
British colonies ...	1	...	1	700	...	700	20	...	British colonies ...	1	...	1	700	...	700	20	...
Egypt	1	...	1	1,715	...	1,715	20	...	Germany	1	...	1	1,000	...	1,000	20	...
									United States ...	1	...	1	1,000	...	1,000	20	...
Total	13	...	13	10,282	...	10,282	276	...	Total	25	2	27	51,309	...	51,309	1,781	...

GIJON.

Mr. Vice-Consul Penlington reports as follows:—

Imports. The total of imports for the port of Gijon in 1892 amounted to 407,087*l.* against 361,961*l.* in 1891, an increase of 45,126*l.* attributable principally to stocks laid in previous to the new Tariff. customs tariff, which came into operation on February 1, 1892, and the tax imposed on beetroot sugar, produced in the Peninsula New duties. in addition to new duties on cane sugar from July 1 ult.

Potash. Glycerine. Soda. The native dynamite, powder and fuse works imported large quantities of potash, glycerine, soda, and acids of an increased value of 35,192*l.* over the previous year 1891, to meet the demand of mines and public works.

Glassworks. The Asturian glass works consumed larger quantities of soda mentioned above in anticipation of extra demands for native goods in virtue of the prohibitory tariffs.

Clay and sand. Clay and sand, the former from Devonshire and latter from France, rose in value from 5,604*l.* imported in 1891 to 7,150*l.* in 1892, by pottery and glass manufacturers.

Cocoa. Cocoa is in request, the quantities imported were 31,015*l.* in 1891, and 33,202*l.* in 1892.

Cereals. Cereals imported in 1892 amounted to 49,921*l.* as compared with 45,060*l.* in the previous year; the native crops, however plentiful, do not meet the wants of the provinces, the deficiency had to be met by foreign importation, notwithstanding high prices and short supplies abroad. Canadian wheat and American maize from Liverpool represented 2,800 tons, value 20,852*l.*; direct shipments of same articles from United States were 3,290 tons worth 23,408*l.*, whilst Roumania and France followed with 729 tons, value 5,661*l.*

Bacon and lard. Bacon and lard of American origin, shipped from England, continues to increase in quantities and value imported, the figures are:—

	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Bacon and lard.. ..	347	13,467	394	18,596

Excessive Imposts. These American products are consumed principally by the working classes (in the absence of native substitutes), and they complain of the excessive import duty of 50 c. per kilo., in addition to the provincial and town dues, bringing the retail price of lard to 2 pesetas and bacon to 2 pesetas 25 c. per kilo.

Coffee. Coffee from Spanish colonies has also increased from 8,650*l.* in 1891, to 12,304*l.* in 1892.

Rice from Bremen rose from 1,466*l.* in 1891 to 3,586*l.* last year. Rice.

Sugar was imported from Spanish possessions in largely increased quantities previous to July 1 ult., for reasons already stated; 1,773 tons, value 37,942*l.*, were the figures for 1892 against 903 tons, 16,615*l.*, in the previous year. Sugar.

The active demand for building purposes caused an increased importation of wood chiefly from Norway, and the quantity rose from 10,807 tons, value 38,395*l.*, in 1891, to 14,298 tons, value 47,995*l.*, in 1892, of which 10,795*l.* came from France. Wood.

Textiles also improved in quantity and value imported from 10,330*l.* in 1891 to 26,085*l.* in 1892. It is very satisfactory to note in reference to these articles that Great Britain is well to the front of all competitors in this staple industry, and for the first time is accredited with 69 per cent. of the total textiles imported, as shown by the following figures:— Textiles.

Statistics.

	Great Britain.	Germany.	Belgium.	France.
	£	£	£	£
Cotton textiles	11,829	1,785	1,501	416
Woollen „	7,610	1,608	50	496
Silken „	576	214	..	..
Total	20,015	3,607	1,551	912

Iron and metal manufactures have seriously decreased from 1,987 tons, valued at 45,479*l.*, in 1891, to 773 tons, worth 26,279*l.*, a decrease of 19,200*l.*, caused by the general crisis in these branches, as shown by few orders given except for immediate wants, at prices leaving little margin for manufacturers' profit. Iron and metal work.

As these products ought to be as cheap in Great Britain as elsewhere, consisting as they do of bar and bolt iron, mining plant, iron waggons, loose wheels and axles, picks, shovels, boring tools, &c., it is regretable that we cannot hold our own against competitors, and have to take a back seat in this branch of our business in Asturias; the following shows clearly that we are negligent by allowing others to overstep us. Observations.

Statistics.

	Germany.	Great Britain.	Belgium.	France
	£	£	£	£
Ironwork	9,760	8,968	4,763	2,788

Another important item of importation which has decreased:— Comparison of machinery imports.

	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Machinery	773	26,279	1,987	45,479

Observations.

Great Britain has deservedly always held the first place as chief importer of machinery to this province, although hard pressed by Belgium, which country now takes the lead as shown below, and efforts ought immediately to be made by British manufacturers to regain their ascendency.

TABLE showing the Value of Machinery Imported by the Under-mentioned Countries during the Year 1892.

	Belgium.	Great Britain.	Germany.	France.
	£	£	£	£
Machinery	31,718	23,621	6,935	1,147

Increase of British imports.

By reference to Annex C it will be noticed that Great Britain has, again, increased her total imports to Gijon from 117,895*l.* in 1891 to 123,423*l.* in 1892—increase 5 per cent. It is necessary here to remark that of this total, 39,448*l.* represented the value of American and Canadian produce shipped at Liverpool.

Spanish colonial imports.

The Spanish colonies follow with an importation of 84 048*l.* in 1892 against 56,212*l.* in 1891—increase 50 per cent.

German imports.

Germany increased her importations from 33,544*l.* in 1891 to 49,859*l.* in 1892—a gain of 49 per cent.

Belgium imports.

Belgium during the same period imported goods valued at 43,567*l.* in 1891, against 46,126*l.* in 1892—gain 6 per cent.

French imports, decreease.

France lost considerably, her importations fell from 41,532*l.* in 1891 in 26,355*l.*—a decrease of 16,303*l.* with no appearance at present of gaining any ground lost.

Total of exports.

The total of exports for 1892 amounted to 177,857*l.*, showing, as compared with 1891, 179,459*l.*—a slight decrease of 1,602*l.* only.

Fruit crop.

The Asturian fruit crop of last year was extremely bad, and affected adversely the most important item of export, viz., hazel nuts, the quantity and value of which fell from 2,451 tons, valued at 34,230*l.* in 1891, to 1,524 tons, worth 16,900*l.* last year, a loss of 17,330*l.*, which was severely felt by growers, who calculate upon the nut crop to pay rent, &c., as little or no expense is incurred during growth.

Outlet for nuts.

The entire crop of hazel nuts finds a ready sale in English markets, and conveyed there in British bottoms.

Copper ore was exported to Swansea last year in very decreased quantities, and the value of the ore, being poorer, brought a diminished amount. The figures are 1,800 tons, valued at 23,400*l.*, in 1891, compared with 1,200 tons, valued at 12,000*l.*, last year. Copper ore.

Chestnuts and apples, owing to bad crops, nearly disappeared from the exports for 1892. Chestnuts.

On the increased side of last year's exports butter finds a prominent place by 297 tons, valued at 34,452*l.*, against 145 tons, valued at 16,800*l.*, in 1891. This article is sent to Cuba, where it evidently finds a profitable outlet, and may be instrumental in changing the routine by which farmers are guided in planting maize, instead of putting the land to grazing, which pays better. Butter.

Preserved meats for Spanish colonies increased in 1892 to 237 tons, worth 26,543*l.*, against 139 tons, valued at 13,800*l.*, in 1891, a gain of 12,743*l.*, which is likely to be augmented, as native factories are busily employed. Preserved meats.

Asturian coal, to the extent of 6,860 tons, was exported to Portugal and Morocco on Spanish account, but there is little probability of its competing with British coal outside of Spain. Coal exported.

Lithographed paper, for decorating cigar-boxes and cigarette-wrappers, which appeared in the exports for 1891, at a value of 17,600*l.*, does not show in last year's list; the cause probably was that the Cuban market did not respond satisfactorily. Paper.

Quicksilver continues to be mined with profit in Asturias, as 117 tons, worth 20,311*l.*, were sent to Great Britain, against 120 tons, valued at 21,000*l.*, in 1891. Quicksilver.

Zinc in bars is shipped largely from the Royal Asturian Zinc Works (a Belgian company at Aviles) to Antwerp; 1,750 tons were sent last year, valued at 39,000*l.*, as compared with 1,680 tons, valued at 36,960*l.*, in 1891. Zinc.

Rye was exported in 1892 to Germany, owing to the failures of Russian crops; but under ordinary circumstances Spanish rye could not compete with northern markets. Rye.

STATISTICS of Asturian Exports during the Year 1892.

Countries.	Value.
	£
Great Britain	46,148
Spanish colonies	60,995
Belgium	39,000
Germany	16,442
France	6,690
Portugal	4,968
Other countries	3,614
Total	177,857

Mineral resources. Gijon first coastwise port in Spain. Coal output. Iron ore output.

The basis of prosperity and progress of Asturias may be safely ascribed to her mineral wealth, which places Gijon as the principal port of Spain for coastwise traffic. The output of coal for 1892 is estimated at 900,000 tons, of which 203,676 tons were sent coastwise, the balance was consumed in the numerous iron, steel, glass, patent fuel, powder, and other important works of the province, in addition to 60,300 tons of iron ore raised last year.

Small percentage worked.

The progressive output of minerals demonstrates the continued improvement in all branches of manufactures, which will continue to progress, as only 5 to 6 per cent. of the mineral deposits are being worked at present, and the further development of the mines is only a question of time and capital.

Field for British enterprise.

British enterprise, which figures so prominently in other Spanish provinces in mining operations, is conspicuously absent in Asturias, where a fair field is offering for capital and intelligence, and it is to be hoped that British miners will direct attention to a country still to be opened out.

Foreign speculators.

Our French, German, and Belgian competitors hold mining property here, and are at the front of the manufacturing works which are being extended under the protection of the present prohibitory tariff.

Harbour improvements.

It may be urged that the want of port accommodation and lack of economical carriage from the mines keep British capital out of Asturias; but such difficulties were met and overcome in the earlier days of Bilbao and other shipping centres; the same could be done here, where the Government have taken the first step towards improving the port of Gijon, and contractors are now engaged in making a new harbour, at a cost of 11,000,000 pesetas for the first section; the total cost of the whole is calculated at 38,000,000 pesetas.

Public works in construction.

This public work when completed will enable vessels of all draughts, mail steamers, men-of-war, &c., to coal, load, and discharge.

Increase in Asturian coal.

In order to show the progress of Spanish coal, it is only necessary to mention that in 1891 the quantity sent coastwise was 167,990 tons, against 203,676 tons in 1892. 35,686 tons increase in 1892.

Statistics.

I annex the following table to show the competition of Asturian coal with British coal at Bilbao:—

	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	Pesetas.	Tons.	Pesetas c.
Screened	50,515	25	53,175	23 75
Ordinary	10,518	21	6 524	19 50
Slack	35,808	17	51,225	16 00
Total	96,841	..	110,924	..

N.B.—F.o.b. at Bilbao.

Agriculture.

I regret that no progress has been made during the year by farmers to utilise modern implements and appliances; they still follow traditional routines of past ages by using the primitive plough and antiquated methods of producing the smallest quantities by the hardest labour, with the result that this province, favoured by nature in climate, soil and topographical situation, is dependent on outside for two-thirds of the breadstuffs and vegetables consumed.

Consequently crops vary only according to the weather, which, if favourable, as in 1892, produces half the quantity of maize and wheat required; the fruit crop was not so favoured. Apples and nuts were very scarce.

Until the farmer is acquainted with and convinced of the utility of a judicial use of artificial manures and the use of modern agricultural implements, there will be little or no variation to report.

I have pleasure to inform you that no cases of foot-and-mouth disease have occurred since my last report. Foot-and-mouth disease.

Annex A.—Return of Principal Articles of Export from Gijon during the Years 1891–92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Apples	24	144	3	12
Butter	145	16,800	297	34,452
Copper ore	1,800	23,400	1,200	12,000
Chestnuts	94	920	14	78
Coal	1,200	800	6,860	5,488
Fish	27	630	38	920
Meats (preserved) ..	139	13,800	257	26,543
Nuts (hazel)	2,451	34,230	1,524	16,900
Paper (lithographed) ..	10	17,600	..	.
Rye	900	9,000	2,210	19,536
Quicksilver	120	21,000	117	20,311
Zinc	1,680	36,960	1,750	39,000
Other articles	196	4,160	391	2,617
Iron ore	50	15	..	..
Total	8,836	179,459	14,661	177,857

Annex B.—RETURN of Principal Articles of Import to Gijon during the Years 1891–92.

Articles.	1891.		1892.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Acids	8	90	171	812
Bacon and lard ..	347	13,467	394	18,596
Bricks (fire)	1,223	3,277	3,951	10,853
Clay and sand	2,802	5,604	3,632	7,150
Cocoa	344	31,015	355	33,202
Cereals	8,419	45,060	6,859	49,921
Coffee	84	8,650	113	12,304
Cheese	21	1,360	20	1,380
Glycerine	..	..	140	5,200
Iron and metal works ..	1,987	45,479	773	26,279
Machinery	1,691	73,709	2,070	63,421
Pitch and tar	9,759	24,350	4,405	10,348
Petroleum	1,036	7,044	1,081	7,251
Rice	131	1,466	326	3,586
Sugar	903	16,615	1,773	37,942
Soda	..	..	1,970	25,670
Potash	..	..	183	3,600
Spirits	253	5,366	160	2,100
Steel rails	510	3,710	194	1,552
Textiles	24	10,330	52	26,085
Wood	10,807	38,395	14,298	47,995
Other articles	2,750	26,974	980	11,840
Total	43,099	361,961	44,870	407,087

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Gijon from and to Foreign Countries during the Years 1891–92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Great Britain	76,959	46,148	117,895	123,423
Spanish colonies ..	52,950	60,995	56,212	84,048
Belgium	36,960	39,000	43,567	46,126
France	2,790	6,690	41,532	29,355
Germany	..	16,442	33,544	49,859
Norway	9,000	..	29,158	36,928
United States	..	..	11,962	30,354
Roumania		..	20,015	3,500
Austria	..	..	5,540	2,331
Holland	..	..	2,536	4,163
Portugal	278	4,968	..	..
Other countries ..	522	3,614	..	..
Total	179,459	177,857	361,961	407,087

RETURN of British Shipping at the Port of Gijon in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
16	4	20	6,570	214	6,784	208	£ ...	13	3	16	1,887	1,323	3,210	137	£ ...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Spain	1	6	7	234	1,052	1,286	75	£ ...	Spain	8	13	21	3,217	8,248	11,465	299	£ ...
France	2	2	4	158	724	882	36	..	Portugal	2	...	2	237	...	237	11	...
Belgium	2	...	2	1,052	...	1,052	26	...									
Norway	5	...	5	3,770	...	3,770	86	...									
Germany	...	1	1	...	1,226	1,226	18	...									
United States ...	1	...	1	368	...	368	10	...									
Total... ...	11	9	20	5,582	3,002	8,584	...	...	Total... ...	10	13	23	3,454	8,248	11,702	310	...

RETURN of all British Shipping at the Port of Gijon during the Years 1891–92.

ENTERED.

Year.	Number of Vessels.	Tons.	Crew.	Value of Cargoes.
				£
1891	42	12,095	405	70,616
1892	40	15,368	459	54,579

CLEARED.

Year.	Number. of Vessels.	Tons.	Crew.	Value of Cargoes.
				£
1891	40	11,595	385	37,064
1892	39	14,912	447	33,092

RETURN of all Shipping at the Port of Gijon in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	15	1,850	25	13,518	40	15,368
Spanish	801	34,080	904	222,421	1,705	256,501
German	...	...	28	11,628	28	11,628
Belgian	2	242	18	3,814	20	4,056
Norwegian	10	1,347	6	2,164	16	3,511
French	14	1,085	1	349	15	1,434
Italian	2	318	...	...	2	318
American	1	590	...	...	1	590
Danish	2	199	...	...	2	199
Dutch	1	60	...	...	1	69
Total	848	39,780	982	253,794	1,830	293,674
,, for the year preceding ...	814	36,548	923	248,461	1,737	285,009

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	15	1,850	24	13,062	39	14,912
Spanish	796	33,870	901	221,771	1,697	225,641
German	...	...	28	11,628	28	11,628
Belgian	2	242	18	3,814	20	4,056
Norwegian	10	1,347	6	2,164	16	3,511
French	14	1,085	1	349	15	1,434
Italian	2	318	...	...	2	318
American	1	590	...	...	1	590
Danish	2	199	...	...	2	199
Dutch	1	69	...	...	1	69
Total	843	39,570	978	232,788	1,821	292,358
,, for the year preceding ...	803	35,783	915	236,276	1,718	282,059

VIGO.

Mr. Vice-Consul Barcena y Franco reports as follows:—

Imports.

Although the total value of imports only shows a decrease of 281*l.* in the year 1892 compared with that of 1891, on investigating the different items I consider that the importation from foreign countries has been reduced over 25,000*l.*, owing to the high exchanges on England and France and to the elevation in the custom-house duties.

By the returns remitted there has been an increase of 14,768*l.* in this article, owing to the scarcity of importation the previous year. Hides.

There was also an augmentation of 2,119*l.* in this article owing to the higher price obtained for fresh fish in consequence of the increasing exportation to the interior. Codfish.

The importation of this article also increased 2,367*l.*, owing to the prorogue up to last September in the elevation of duties. Sugar.

Owing to the scarce importation in the previous year of this article and to the increase of the cryptogamic diseases of the vine, there was also an increase in the importation of 5,972*l.* Sulphur.

On the other side, we find that the cause alluded to of the elevation of duties and high exchanges has caused a reduction of 5,207*l.* in this article. Flour.

1,841*l.* in rice. Rice.

4,436*l.* in woollen goods. Woollen goods.

4,143*l.* in cotton goods.

3,345*l.* in hardware. Hardware.

2,776*l.* in the importation of other articles. Other articles.

A decrease also of 3,351*l.* in this article has been observed, owing, in my opinion, to the largest quantities lately having been imported from Corunna and Santander. Petroleum.

Exports.

The total amount of exports shows a decrease of 63,483*l.*, compared with that of the year 1891.

Owing to the want of exportation to England in consequence of the prohibition of the British Government to admit cattle from Spain, this item amounts to 25,052*l.* Cattle.

The exportation of gold decreased to the extent of 49,474*l.*, owing to the difficulty in obtaining it at paying prices. Specie.

There is an increase of 22,178*l.* in preserves and a decrease of 9,006*l.* in salt sardines, which leaves a balance of 13,172*l.* in favour of the growing importance of the preserves manufactured as indicated in my last report. Preserves.

Agriculture.

The crop of Indian corn has been very abundant and good, the price being, at present, 8 reals (about 1*s.* 7*d.*) per ferrado (37 lbs.).

Wine. The wine crop did not show signs of being very abundant in the month of April and the late frosts destroyed many vineyards. The cryptogamic diseases, "oïdium" and mildew, in consequence of the moist and hot weather during the summer, were experienced on a much larger scale than the previous year, and the mildew principally destroyed more than half the crop, so that this year the farmers will probably appeal to the "sulfato de cobre" as a remedy against the attack. In this province the "phylloxera" has not yet appeared, although in the neighbouring province of Orense the increase is very considerable.

Owing to the scarcity of wine the prices are high and the importation of cheap wine from the province of Castilla is becoming important.

Public Works.

The iron pier alluded to in my previous report has not yet been finished although the works continue.

The railway communication between the pier and the railway station has not yet been published for tenders, although it is expected it will soon take place.

RETURN of Principal Articles of Import to Vigo during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Hides	Kilos.	554,413	31,047	271,327	16,279
Codfish	,,	1,444,449	37,555	1,406,207	35,436
Brandy	Hectolitres	15,016	21,023	14,146	19,805
Sugar	Kilos.	1,716,452	41,195	1,493,412	38,828
Flour	,,	30,375	304	459,270	5,511
Rice	,,	269,538	3,558	449,968	5,399
Woollen goods	,,	5,056	3,236	15,985	7,672
Coals	,,	12,562.358	13,567	14,244,881	14,814
Sulphur	,,	1,658,470	8,624	510,020	2,652
Cotton goods	,,	5,205	1,770	18,481	5,913
Hardware	,,	30,435	974	134,989	4,319
Silk goods	,,	120	144	327	523
Petroleum	,,	22,268	205	341,888	3,556
Other articles	,,	703,727	24,876	770,765	27,652
Total	...	...	188,078	...	188,359

RETURN of Principal Articles of Export from Vigo during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Bullocks	Number ...	1,430	20,020	2,817	45,072
Preserves	Kilos. ...	2,756,487	110,259	1,468,151	88,081
Sardines	,, ...	193,252	3,092	672,162	12,098
Wine	Hectolitres	6,137	6,137	6,075	7,290
Ergot rye	Kilos. ...	16,786	3,357	12,603	1,260
Eggs	Dozens ...	102,360	3,070	62,400	1,872
Mineral waters	Hectolitres	500	1,001	481	962
Other articles	Kilos. ...	997,922	19,456	1,248,363	23,766
Specie	...	...	8,520	...	57,994
Total	...	...	174,912	...	238,395

TABLE showing the Total Value of all Articles Exported from Vigo and Imported to Vigo from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
England	39,392	108,858	17,794	25,877
Isla Cuba	53,635	47,826	54,647	46,162
South America	10,223	6,492	29,684	14,751
France	47,657	46,188	6,198	21,553
Puerto-Rico	7,381	7,035	16,254	15,797
Italy	398	612	9,060	2,652
Germany	5,798	9,731	5,745	13,742
Belgium	2,139	414	4,521	3,486
Norway	..	..	37,206	35,437
United States	..	..	625	3,155
Other countries	8,289	11,239	6,344	5,747
Total	174,912	238,395	188,078	188,359

RETURN of British Shipping at the Port of Vigo in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
12	41	53	3,965	79,970	83,935	3,554	£ 5,833	40	15	55	58,135	35,518	93,653	4,027	£ 31,810

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
France	...	25	25	...	64,429	64 429	2,311	...	France	...	12	12	...	29,264	29,264	1,132	...
South America ...	...	42	42	...	101,812	101,812	4,528	...	Spain	...	10	10	...	3,560	3,560	95	...
									Portugal ...	...	1	1	...	99	99	5	...
									Italy	...	1	1	...	306	306	14	...
									South America ...	...	53	53	...	132,971	132,971	5,417	...
Total	...	67	67	...	166,241	166,241	6,839	...	Total	...	77	77	...	166,200	166,200	6,663	...

NOTE.—12 vessels arrived at Vigo from Great Britain with cargo for this port. 12 vessels left with an aggregate tonnage of 9,677 tons and 297 crew, having arrived with part of cargo for England from Cadiz, Lisbon, and Oporto, and shipped at this port for England, bullocks, eggs, minerals, preserves, ergot, rye, and specie.

RETURN of all Shipping at the Port of Vigo in the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	12	2,604	183	306,667	195	309,271
Spanish	744	30,534	513	395,941	1,257	426,475
German	4	953	67	95,179	71	96,132
French	15	2,228	25	41,571	40	43,799
Norwegian	4	1,386	32	11,327	36	12,713
Other countries ...	19	4,570	16	7,338	35	11,908
Total	798	42,275	836	858,023	1,634	900,298
,, for the year preceding ...	...	...	...	...	1,575	954,302

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	2,274	183	306,667	194	308,941
Spanish	746	30,474	513	395,941	1,259	426,415
German	4	953	67	95,179	71	96,132
French	15	2,228	25	41,571	40	43,799
Norwegian	4	1,274	32	11,327	36	12,601
Other countries ...	19	5,101	16	7,338	35	12,439
Total	799	42,304	836	858,023	1,635	900,327
,, for the year preceding ...	...	...	...	...	1,570	954,884

FERROL.

Mr. Vice-Consul E. Anton reports as follows :—

TABLE showing the Total Value of all Articles Exported from and Imported to Ferrol from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	1,550	1,990	34,670	35,780
Spain and colonies ..	37,285	64,130	357,790	356,010
France	..	..	3,170	4,010
Other countries ..	..	..	2,925	6,980
Total	38,835	66,120	398,555	402,780

Trade and Commerce.

Imports. The total import at Ferrol for the year 1892 amounted to 22,610 tons as against 31,369 tons for the previous year, thus showing a considerable decrease of 8,759 tons and a decrease of 4,225*l.* in the respective values.

Decrease. Cause of decrease. As will be seen by the following statistical tables, the articles which show the largest decrease are coals, paint, machinery, fire-bricks, tar and pitch, and timber, and which is easily accounted for, as these articles are mainly imported for delivery by contractors at the Government dockyard and for the private building yards, and while at the former there was very little work carried on during the year, the latter were almost completely idle for want of contracts which in my opinion will not easily be got over for a very long time to come. The decadence of this port as regards commercial matter is manifest, and, unfortunately, there can be no hopes of any improvement unless, indeed, the railway to join the main line was made as mentioned in former reports. Iron of all kinds and cereals also show a slight falling-off.

Coals. The decrease on the coals imported from Great Britain amounted to nearly 1,000 tons, and that on the Spanish coals from Gijon to close on 4,000 tons.

Increase. The articles which show a slight increase over the previous year are cotton, flour, olive oil, rice, soap, spirits, sugar and wine.

Value and quantity. The comparatively small difference between the quantity and the value of the total imports is due, no doubt, to the higher rates of the new custom-house tariff on almost all articles of import and which naturally make their value somewhat higher.

Exports. The total exports for the year show also a decrease of over 1,000 tons in the quantity and of about 27,000*l.* in the values.

Decrease. All the articles of export participated in the decline.

Pitwood. The export of pit-props for the mines to Great Britain show a decrease of a little over 500 tons.

Crops. The crops of maize, potatoes, and barley, which are the three leading articles of production in this district, turned out rather more abundant than had been the case for the last few years, and in consequence only small quantities, especially of the two former, were imported during the year.

Agriculture. Emigration. I have nothing of importance to report on the subjects of agriculture and emigration.

Industries. As mentioned above, the private building yards situated at La Graña were almost at a standstill during the past year. At that of Messrs. Vila and Co., the third and last 500-ton gun-torpedo boat built for the Government was completed and launched early in the year, and as, in spite of another contract having been entered upon between that firm and the Government for the building of three other boats, similar in every respect to H.M.S. "Speedwell," no definite orders were given to commence their construction, owing, it is said, to certain technical difficulties (which might as well be called monetary difficulties) the largest portion of the workmen had to be turned out from the yard. The other

building yard, belonging to Messrs. Gil and Co., has been closed for the last 3 years or 4 years for want of work.

At the Government yard very little work has also been carried on. The cruiser "Alfonso XIII." is still being fitted up and will not yet be ready for sea for a few months to come. The building of the first-class belted cruiser "Cardenal Generos" still continues, and in fact has very little advanced during the year for want of materials, her stem and stern-post having only been just received from Great Britain.

RETURN of British Shipping at the Port of Ferrol in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
6	...	6	1,646	...	1,646	53	£ 2,880	5	1	6	923	723	1,646	53	£ 1,200

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Country whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Country to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Nil...	...	...	...	...	...	...	...	£ ...	Nil...	...	...	...	...	...	...	...	£ ...

NOTE.—Besides the above, 9 other British ships, with an aggregate tonnage of 8,897 tons, and total number of crew, 187, have put into this port during the year for the purpose of coaling or repairing damage; and other 2 ships, with an aggregate tonnage of 1,549 tons, and total number of crew, 36, brought coals for Her Majesty's ships of the Channel Fleet, and left in ballast.

RETURN of all Shipping at the Port of Ferrol during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	923	12	11,169	17	12,092
Spanish	144	3,063	229	110,117	373	113,180
French	4	486	3	3,569	7	4,055
Other nations ...	3	853	9	7,103	12	7,956
Total	156	5,325	253	131,958	409	137,283
,, for the year preceding ...	168	7,105	329	166,085	497	173,190

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	5	923	12	11,169	17	12,092
Spanish	146	3,108	228	109,687	374	112,795
French	4	486	3	3,569	7	4,055
Other nations ...	3	853	6	6,624	9	7,477
Total	158	5,370	249	131,049	407	136,419
,, for the year preceding ...	163	6,946	329	166,085	492	173,031

RETURN of the Principal Articles of Export from Ferrol during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Pitwood	1,688	1,550	2,210	1,990
Salt fish..	96	3,200	167	4,200
Old iron	15	185	475	5,700
Cotton textiles.. ..	194	24,300	231	40,400
Other articles	326	9,600	486	13,830
Total	2,319	38,835	3,659	66,120

RETURN of the Principal Articles of Import to Ferrol during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Bacon and lard ..	63	2,720	59	2,500
Bricks, fire	94	240	305	860
Coal and coke	8,762	10,440	13,380	16,050
Cereals	784	5,335	1,019	6,980
Cotton	362	19,450	270	14,560
Flour	2,162	25,900	2,051	24,600
Iron	1,208	14,495	1,230	14,720
Machinery	29	1,480	115	5,900
Olive oil	455	22,700	381	19,050
Paint	103	9,675	444	18,230
Rice	188	2,250	135	1,620
Salt	1,484	1,180	2,035	1,630
Soap	317	6,990	269	5,920
Spirits	905	14,480	739	11,800
Sugar	735	20,580	700	19,600
Tar and pitch	46	186	79	320
Textiles	256	78,000	297	74,000
Timber	774	3,035	2,932	8,570
Wine	1,997	120,000	1,642	98,000
Other articles	1,886	39,419	3,287	57,870
Total	22,610	398,555	31,369	402,780

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FOREIGN OFFICE.

1893.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE DISTRICT OF THE CONSULATE-GENERAL AT HAVANA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 609.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

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SPAIN.

HAVANA.

Consul-General Gollan to the Earl of Rosebery.

My Lord, *Havana, March* 31, 1893.

I HAVE the honour to transmit to your Lordship a Commercial Report on this Consular District for the year 1892.

I have, &c.

(Signed) ALEX. GOLLAN.

Report on the Trade and Commerce of Cuba for the Year 1892.

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Introductory remarks.

The difficulty of obtaining the necessary data upon which to frame anything like a comprehensive and accurate Commercial Report for this island is almost insuperable. I have met with similar difficulty in other Spanish countries, but never quite to

the extent that I have encountered in Havana. No official statistics are published, and the following article, which I have cut out from one of the local newspapers, will serve to show that the public are becoming impatient at the indifference displayed by the authorities in regard to so important a branch of administration. When it is borne in mind that changes in the tariff are of continual occurrence, and that such innovations may most certainly be the reverse of improvements unless they are based on authentic knowledge, such as accurate statistical information can only supply, one cannot but feel surprise that responsible Ministers should tolerate the evasion of the orders which have been issued upon this subject, but that they are evaded is certain. The article to which I allude is as follows:—

"*Statistics.*

"Among the many acts of Sor. Rouvero Robledo (late Minister of the Colonies) that alone which we all united in applauding was the establishment of a Statistical Bureau. Translation.

"Here we have lived and live in complete ignorance of all that relates to our productions and our commerce. Nobody knows in an official and certain manner the extent of our commercial movement or the amount of our wealth. We do not, in reality, know either what we buy or sell.

"To remedy this state of things Sor. Rouvero Robledo created statistical departments.

"This was long since. And, we repeat, it was without doubt the sole creation of the ex-Minister of the Colonies which everybody found useful and desirable; but, unfortunately, up to the present hour nothing has been done to put it into practice.

"From time to time the Governor-General reminds the responsible authorities of their duty to provide these statistics in the respective custom-houses without delay, and a few days ago peremptory orders to this effect were issued; but, notwithstanding, the appointed officers do not fulfil the duty committed to them.

"It will be said that the chief inspectors of the custom-house are either not particularly anxious that the commercial movement should be known with exactitude, or that they encounter invincible resistance on the part of the subordinate officers appointed for the task. Only in this way can it be explained that, notwithstanding the length of time which has passed, and the specific orders of the Governor-General, the statistical departments only exist in name.

"But the subordinates are not alone to blame. We have to say to the Governor-General that upon him it depends that the officers in question should perform their duty. For the Governor-General has the power in his hands to make them obey, and if his efforts had been seriously applied towards the proper organi-

sation of the statistical 'Centres,' he would have overcome all resistance and they would have been usefully at work long since.

"If, therefore, the Governor-General so wills it, we shall have our statistics. If not, let the orders on the subject be rescinded, and let us agree that the present system is desirable —to govern without plan and to administer without data."

It will be seen from the above article that the difficulty—especially to a newcomer—of forming anything like a clear and accurate view of the commercial movement of the district, is next door to impossible. But unfortunately there is one feature, of a very unsatisfactory nature, which stands out prominently and did not take long to discover, namely, that British trade with Cuba has almost become a thing of the past, and, under the recent Reciprocity Treaty, the United States of America practically supplies all the wants of the island and receives all its produce. The British merchant has almost vanished from the scene, and here, in this large city of Havana, a few small commission agents are the only representatives left of British trade.

British trade.

Debt.

The debt of the island—mainly the result of the Insurrection which devastated the country from 1868 to 1878—is enormous, and the money necessary to provide for the interest of that debt and the other charges of administration, has caused taxation to be increased to such an extent that all industries suffer, and the expense of living has become enormous. Yet the fertility of the island is so great, and the production of sugar so large, that I should imagine the balance of trade must be very considerably in favour of exports. The absence of exact figures, however, makes a proper comparison impossible, and I have not met anyone who has been able to give me a clear indication of how things really stood in this respect.

British shipping.

The great impetus given to trade by the recent Reciprocity Treaty has increased the number of British vessels employed in the carrying trade between the United States and Cuba to a very large extent over previous years. I have already sent home the return of this trade, but for the convenience of reference I reproduce it here.

RETURN of British Shipping at the Port of Havana in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
69	11	80	45,061	9,890	54,951	1,410	£ 175,278	11	13	24	4,549	2,775	7,324	348	£ 35,760

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
U. S. of America	95	4	99	85,790	3,243	89,033	1,980	£ 323,423	Cuban ports ...	40	58	98	40,441	55,306	96,747	1,114	£ 2,220
Cuban ports ...	12	8	20	14,685	8,448	23,133	480	16,144	U. S. of America	48	40	88	56,315	19,708	75,023	1,685	998,255
Belgium	11	...	11	13,292	...	13,292	265	167,000	U. S. of Mexico	12	3	15	13,374	3,119	16,493	376	1,000
U. S. of Mexico ...	6	5	11	6,064	5,491	11,555	267	11,600	Other countries ...	...	1	1	...	1,379	1,379	20	11
Other countries ...	1	2	3	1,600	2,603	4,203	91	20,000									
Total ...	125	19	144	121,431	19,785	141,216	3,083	538,123	Total ...	100	102	202	109,130	80,512	189,642	3,195	1,001,475

I also subjoin a return of the shipping of all other nations as given by a local newspaper, from January 1 to September 30, of the years 1892 and 1891:—

RETURN of Foreign Shipping during the Years 1892–91.

Nationality.	Arrivals.				Departures.			
	1892.		1891.		1892.		1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American	459	491,642	450	489,343	461	482,284	458	488,532
Spanish	322	476,556	323	492,630	319	488,521	302	461,507
French	30	55,077	25	47,420	31	59,941	25	41,718
Belgian	..	..	..	..	..	..	..	..
Dutch	..	..	..	..	..	..	..	..
Danish	..	..	1	300	..	..	1	184
German	30	39,208	18	28,620	29	38,021	17	28,864
Norwegian	32	17,776	7	3,471	32	17,764	9	4,708
Swedish	1	530	..	..	..	..	..	..
Italian	4	1,951	1	751	9	5,402	2	1,223
Other nations	2	570	1	832	1	545	2	2,188
Total	880	1,083,310	826	1,063,367	882	1,092,478	816	1,028,924

With the exception of the regular lines of steamers and a few stray cargoes which find their way to European ports, the vessels enumerated above have been employed in the trade with America; and although I hear complaints that freights have ruled low, it must be remembered that the distance is short and the voyage occupies only a few days. Freights.

Havana is well supplied with the means of postal communication. In the cool season there are three steamers a week from this to Port Tampa in Florida, *viâ* Key West, which is the regular mail route to England and the North of Europe. The course of post is generally about 14 days, but occasionally I have received letters from London only 11 days old. Spanish mail steamers ply to Spanish ports three times a month, generally touching at Puerto Rico on the way, and are heavily subsidized by the Government. The French have also a regular line once a month to St. Nazaire, and another American line goes twice a week direct to New York, occupying about five days in the voyage. With all these facilities of transit and other opportunities at irregular intervals the passenger movement is immense, and as fares are high I should imagine that the profits made in this branch of trade must be very large. Passengers do not require passports to enter the island, but they are necessary to leave Cuba, and are only granted by the authorities on presentation of certificates from the respective Consulates. Mail steamers. Passports.

As I have already said, I have found it quite impossible to obtain a return of imports, and this is the more to be regretted inasmuch as it could not fail to be interesting were it possible to mark the exact influence of the Reciprocity Treaty with America on the import trade of other countries. Machinery which formerly was largely supplied by England, Germany, France, and Belgium, now nearly all comes from the United States; and the machinery required for the vast amount of sugar manufactured in Cuba is immense and of great value. I believe that Irish linens still hold their own in this market as against all other kinds. And articles of luxury—especially in this somewhat luxurious city of Havana, with its 250,000 inhabitants—are as easily obtainable, by any one who chooses to pay the price, as in the shops of London or Paris. Imports. Machinery. Irish linens.

Sugar is far and away the most valuable product of the island. The grinding season begins generally in December and lasts till April, and in 1891–92 the immense amount of about 900,000 tons, which may be estimated at a value of about 12,000,000*l.* sterling, was produced. This year, though the season is not yet over, or the exact figures obtainable, it is supposed that a falling off of from 15 per cent. to 20 per cent. will arise which will reduce the amount to from 700,000 tons to 800,000 tons. Nine-tenths of the entire amount exported finds its way to the United States. Exports. Sugar.

A local newspaper has recently given some figures regarding what they call the decadency of the tobacco industry, and Tobacco.

which they attribute mainly to the MacKinley Tariff in the United States. They are as follows, and may, I think, be accepted as approximately correct:—

RETURN of Havana Cigars Exported.

Year.	Number.
1889	250,467,000
1890	211,823,000
1891	196,644,000
1892	166,712,000

So that within four years a falling off of over 80,000,000 cigars has arisen. This falling off becomes more accentuated when the figures of the trade with the United States are examined separately, as follows:—

RETURN of Havana Cigars Exported to the United States during the last Four Years.

Year.	Number.
1889	101,700,000
1890	95,100,000
1891	52,115,000
1892	54,500,000

It will thus be seen that under recent legislation the export of Havana cigars to America has diminished by one-half within the last four years. While, however, this is the case with cigars, the total exports of tobacco, in bulk, show a slight increase. The following are the figures:—

RETURN of Total Exports of Cuban Tobacco during the last Four Years.

Year.	Bales.
	Number.
1889	178,000
1890	194,000
1891	205,000
1892	240,000

This increase of manufactured tobacco, at the expense of the manufactured article, is deeply lamented by the newspapers

from which I quote, as so sensible a diminution of the cigar-making industry, for which Havana is so justly famous, is fraught with the very utmost importance to the many thousands of people here who are employed in it, and representation after representation has been made to the Madrid Government to come to the aid of the manufacturer by reducing the heavy taxation under which the cigar industry labours, and by means of commercial treaties with foreign countries to give a fresh and much required impetus to a languishing trade.

Coffee. The coffee now produced in Cuba is not sufficient for the consumption, and to make up the deficiency a considerable quantity has to be imported from Puerto Rico. Before the Insurrection this was a most flourishing industry, especially in the south-eastern portion of the island, but the planters became disheartened through the depredations they suffered in that troublous time, and most of them realized what they could of their property and left the country.

Bananas. Another industry which has sprung up in recent years, and promises a good result, is that in bananas for the New York market. Many cargoes are now sent—principally from Gibara and Baracoa—and the trade shows every sign of advancing rapidly.

Fine woods Mahogany, cedar, and other fine woods are also exported to the United States in considerable quantities, mainly from Baracoa, Gibara, and Nuevitas.

The following return gives the total exports from the Island of Cuba during the year 1892. It is not official, nor can I vouch for its absolute accuracy. But it is all that I have been able to obtain, and I think may be accepted as approximately correct:—

STATEMENT of the Exports of the Principal Articles of Cuban Produce from January 1 to December 31, 1892.

Destination.	Sugars.		Refined Sugars.		Molasses.	Honey.	Wax.	Rum.	Cigars.	Tobacco.	Cigarettes.	Scrap.
	Bags.	Hogsheads.	Barrels.	Half Boxes.	Hogsheads.	Tcs.	Arrobas.	Pipes.	Mille.	Lbs.	Packages.	Kilos.
United Kingdom	...	...	...	...	...	...	...	221	42,594	285·00	...	...
Holland...	...	...	...	...	...	50	...	36	20	573·00	...	...
Germany	...	...	...	...	...	655	...	...	18,419	33,337·00	260,950	230
Belgium	...	...	...	...	...	50	...	...	810	547·00	...	...
France	1	...	...	2	12	1,146	1,492	1,734	7,816	2,149·00	2,391,026	18,577
Spain, Canaries, &c.	328,521	...	1,785	6,523	1,081	104	8,967	17,103	11,856	30,578·00	3,399,142	21,234
Other parts of Europe ...	...	...	...	...	...	...	...	...	...	...	...	...
United States	1,154,193	6,995	...	...	6,544	254	2,486	162	81,512	176,086·00	7,979,199	80,712
British Provinces, North America	2,500	...	...	...	...	...	...	...	257	...	4	100
Mexico and Guatemala ...	...	...	...	...	...	...	40	13	89	...	5,078,306	32
Puerto Rico, Hayti, &c. ...	...	...	...	...	...	...	60	...	915	50·00	17,553,658	364
South America and Central America	10	...	...	5	...	...	12	1,972	2,424	201·00	5,878,468	182,948
Total to December 31...	1,485,225	6,995	1,785	6,530	7,637	2,259	13,057	21,241	166,712	244,306·00	42,540,753	304,197

It may be interesting to insert here the estimate of the cane sugar production of the world for the season 1892–93 as compared with 1891–92, as given by Messrs. H. Clark and Co., of Liverpool :—

RETURN of the World's Production of Cane Sugar.

Country.	Quantity.	
	1892-93.	1891-92.
	Tons.	Tons.
Cuba	900,000	920,000
Puerto Rico	65,000	60,000
Trinidad	55,000	50,000
Barbado	70,000	60,000
Jamaica	30,000	30,000
Antigua, St. Kitt.	30,000	30,000
Martinique	35,000	25,000
Guadaloupe	55,000	55,000
Demerara	120,000	100,000
Réunion	35,000	40,000
Mauricio	80,000	114,000
Java	430,000	435,000
British West Indies	60,000	60,000
Brazil	200,000	185,000
Manila, Cebu, Iloilo	250,000	245,000
United States	200,000	170,000
Peru	45,000	37,000
Egypt	65,000	55,000
Sandwich Islands	125,000	135,000
Total	2,850,000	2,806,000

I fear, however, that whatever may turn out to be the case in other countries, Cuba will this year fall considerably short of the estimate as given above, and it is not expected that much more than 700,000 tons will be produced. But as prices have an upward tendency, planters console themselves with the hope that they will be recouped in some measure for the diminished production.

Exchange throughout the year may be given at about 5 dol. 30 c. Spanish gold to the 1*l.* Exchange.

The Government have recently undertaken an operation of considerable magnitude in the withdrawal from circulation of paper money, which was fast depreciating and had begun to exercise a most prejudicial influence on exchange. I subjoin some particulars of this measure which may be found of interest. Currency.

To satisfy the requirements of the Public Treasury during the Insurrection the Government issued 72,000,000 dol. in paper money. The operation was originally carried out at par, but depreciation almost immediately set in, and finally gold in its relation to the paper advanced to a premium of nearly 200 per cent.

By various means of amortisation the Government withdrew about one-half of the issue, and last year there only remained some 34,000,000 dol. in circulation. This large amount has now been entirely withdrawn at the price fixed by the Government of 50 per cent. in silver of the nominal value for notes of less than 3 dol., and 149 per cent. in gold for larger notes.

Great confusion was caused by this financial operation, not only in that it represents the substitution of a debt bearing high interest for one upon which no interest was payable, but in sending up prices of all articles of consumption at least 40 per cent.

During a recent journey which I made through the island I requested the various Vice-Consuls to furnish me with all the particulars they could obtain of the trade and commerce of their respective districts. These gentlemen have all resided for many years in Cuba, and are therefore in a position to form tolerably accurate opinions. The following is a résumé of the information which I have thus received :—

Matanzas.

Mr. Vice-Consul d'Costa reports as follows :—

British shipping. The trade of this district for 1892 has been satisfactory; 120 British ships entered during the year, with a tonnage of 120,128 tons. Of this number 106 were steamships, with 114,362 tons, and 14 sailing vessels, with 5,766 tons.

Imports. The imports have been considerable, but the manner of enumerating or classifying these by the Spanish authorities is not calculated to give an accurate estimate either of the kind or value, and I think it better to give no figures than to be incorrect.

Exports. The manufacture of sugar in this district during the year has been very large and in excess of any previous year, whilst prices have been remunerative. It is nearly all exported in jute bags, with the exception of a small quantity of muscovado sugar, which continues to be sent in hogsheads. The following table shows the movement in exports for the year :—

Return of Principal Articles Exported from Matanzas in 1892.

Country.	Sugar in Bags.	Sugar in Hogsheads.	Wool in Hogsheads.	Rum in Hogsheads.	Honey.
To United States	1,421,734	4,209	48,220	200	310
British Provinces (North America)	97,192	...	...	...	...
Spain	35,662	...	2,256	4,419	...
Montevideo	...	...	...	1,779	...
England and Germany	[illegible]	...	...	740	...
Total	1,554,588	4,209	50,476	7,138	310
Value ... ... £	3,358,431	37,881	171,534	57,104	3,550

Adding to the above sum 2,000*l.*, value of hides and tobacco exported, we arrive at a total value of exports of 3,630,000*l.*

Central sugar factories.

Central sugar factories have made wonderful strides during the last few years, some of which are capable of grinding from 500 tons to 1.000 tons of cane during the 24 hours, yielding from 7 per cent. to 9 per cent. sugar, exclusive of molasses, from which a separate kind and inferior quality of sugar is extracted in boiling establishments, recently erected for the purpose in Matanzas, Cardenas, and Havana.

Population and labour.

The population of the city of Matanzas is about 27,000, and of the province 275,000. Since the abolition of slavery the condition of the blacks has, of course, much improved. They, as a general rule, work industriously on the plantations and they are well-behaved, and they earn excellent wages—from 4*l.* to 5*l.* per month and their food. They also make good domestic servants, and many of them can read and write. The introduction of Chinese being now prohibited by law their numbers are, of course, rapidly decreasing; but the demand for labour is so great that efforts are being made to induce natives of the Peninsula to emigrate to Cuba, and during the last months of 1892 some 8,000 Gallegos, from the province of Galicia, arrived in this district.

Public works.

The city of Matanzas shows signs of posterity. It is well lighted by the Thompson and Houston system of electricity, and it is said that the streets are soon to be paved with a substance composed principally of iron. At the port there is an excellent wharf, built of hard native wood and copper-fastened, with 9 feet of water alongside, where coasting craft can load and discharge, and lighters from the large vessels in the bay unload, excepting those with coal or lumber, which go up with the River San Juan, and deliver into warehouses.

An inundation in June last carried away the principal bridge, and the other bridge, which is now all that is left, is in a ruinous condition and quite insufficient for the traffic. It only admits of one vehicle passing over at a time, very slowly. The River San Juan divides the business part of the town, and this want of proper bridge communication is a most serious drawback. To build a new bridge and to repair the old one are constantly talked of; but before anything can be done plans and specifications from the Spanish Engineer-in-Chief are required, and as this official lives in Paris, for the purpose, it is said, of keeping abreast of the engineering improvements of the time, Matanzas seems to be somewhat neglected by him.

Reciprocity Treaty.

The Reciprocity Treaty between Spain and the United States would appear to be mainly beneficial to the latter nation. Articles such as machinery, iron, steel, coal, &c., which formerly came principally from Europe, and continue to pay duty when imported from those countries, are admitted free of duty when coming from America, so that the former trade is fast disappearing, although some articles of English manu-

facture and of superior quality are still able to compete notwithstanding the duty. The free admission of flour makes bread cheaper, but this is the only article which seems to be reduced in price. The free admission of Cuban sugar into the large markets of the United States is, of course, the great inducement for Spain to enter into an arrangement by which she sacrificed a considerable portion of her customs revenue.

Education. Public schools are indifferently organised, but are said to be improving, and some 30,000*l.* per annum is expended upon them.

CARDENAS.

Mr. Vice-Consul FitzGibbon reports as follows:—

Population.

POPULATION of the City.

Description.	Population.
	Number.
Whites	15,776
Blacks	7,060
Chinese	844
Total	23,680

There are 13 British residents.

Industries. The principal industry of the district is sugar-making, and in the town of Cardenas there are sugar refineries, molasses boiling-houses, and distilleries all in full operation.

RETURN of British Shipping.

Description.	Number of Vessels.	Tons.
Steamships entered in 1892 ..	64	107,632
Sailing „ „ ..	17	4,932
Total	81	112,564

Imports. It is impossible to obtain the articles imported, and even the valuations I give are only approximate as follows:—

RETURN of Imports for the Year 1892.

Country.	Value.
	£
From Great Britain	240,000
United States	670,000
Spain	40,000
Other countries	30,000

RETURN of Exports for the Year 1892.

Country.	Articles.	Value.
		£
To Great Britain	Rum ..	3,000
British colonies (Canada) ..	Sugar ..	20,000
United States	,, ..	2,000,000
,, ...	Molasses ..	20,000
Spain	Rum ..	30,000
,, ...	Molasses ..	2,500
Other countries	Nil ..	..

The general effect of the recent Reciprocity Treaty between Spain and the United States, with regard to Cuban commerce, is very favourable, and imports, at lower prices, are considerably increased thereby, especially such articles as machinery, hardware, coals, provisions, furniture, and such like goods. With other countries the heavy customs tariff has a deterring influence, and the demand for rum, which was formerly an article of great consumption in Spain, has now entirely fallen away owing to the heavy export duties here and import duties in the Peninsula. Reciprocity Treaty.

The political condition of the district calls for no special observation. The effect of the Insurrection is still felt, and the emancipation of the negroes caused, of course, a transition state, the full effect of which cannot yet be realised. But it is satisfactory to note that the condition of the black is much improved. They are industrious, and avail themselves readily of the facilities offered by the municipal schools for the education of their children. They have also their little clubs and societies, and may be said generally to be advancing in the path of moral and intellectual progress. Political condition.

SAGUA LA GRANDE.

Mr. Vice-Consul Harris reports as follows:—

The district of Sagua la Grande contains 800 square miles and 17,500 inhabitants, divided thus:— Extent of district.

RETURN of Population.

Description.	Number.
Whites	12,000
Coloured	5,000
Chinese	500

According to information furnished to me by the municipal authorities, only about one-half of these can read and write.

The number of British residents is 13.

Industries. The principal industries are sugar making, tobacco growing, and the manufacture of rum.

In 1892 the following British vessels entered the port :—

RETURN of British Shipping Entered during the Year 1892.

Description.	Number of Vessels.	Tons.
Steamers	52	58,700
Sailing vessels	21	6,300
Total	73	65,000

The following were the exports in 1892 :—

RETURN of Exports during the Year 1892.

Destination.	Description.	Value.
		£
To Great Britain	..	Nil.
Halifax, Nova Scotia	Sugar.. ..	170,000
United States	,, ...	600,000
Other Cuban ports (for United States) ..	,, ...	200,000
Other countries	Molasses ..	2,000
Total (sugar and molasses, almost our only exports)..	..	972,000

The imports in 1892 were as follows :—

RETURN of Imports during the Year 1892.

Country.	Description.	Number of Vessels.	Tons.
From Cuban ports (starting from Great Britain)	..	14	17,000
From Nova Scotia..	Lumber.. ..	6	1,600
United States	General cargoes and machinery	20	13,000

It is impossible to get at the articles imported, or the values thereof.

Reciprocity Treaty.

The effect of the recent Reciprocity Treaty between the United States and Spain in regard to her West Indian colonies has been to throw nearly the entire Cuban trade into the hands of the United States traders, with whom importers of goods from less favoured nations cannot compete, having to pay, by the terms of such a treaty, higher import duties.

Duties and imposts.

The high duties and imposts on British goods, of course, tell on commerce and industry. But the worst feature is the contraband trade, which is carried on on a grand scale, to the detriment of the Government. The deficit thus caused to the Government chest compels the Government to exact direct taxes from the people to cover their expenses, and the enforcement of these causes much dissatisfaction.

Contraband.

Nearly all public offices are filled by Peninsular Spaniards, between whom and their countrymen of Cuban birth there is not much sympathy.

The want of credit amongst all classes of people here is the great drawback to the prosperity of the district. Interest on borrowed money is at the rate of 12 per cent., 18 per cent., and sometimes 24 per cent. per annum, which no legitimate business can afford to pay. I have little doubt that this want of confidence is mainly caused by the unsatisfactory manner in which the law is administered.

Dear money.

The condition and conduct of the emancipated negroes have not much improved in this district since the abolition of slavery. They earn good wages, but many of them do not work more than half the month, and spend the other half in idleness. There are public schools for the children, to which the girls are sent; but the boys go to work at the age of 8 or 9, as they can obtain from 10 dol. to 18 dol. a month for leading oxen. Amongst the coloured population the views of marriage are very lax, and they prefer to preserve what they call their "freedom."

Emancipated negroes.

NUEVITAS.

Mr. Vice-Consul Sanchez y Adan (a native of Cuba) reports as follows:—

The population of the eight districts into which the city of Puerto Principe is divided is as follows:—

RETURN of Population in the Municipality of Puerto Principe.

Description.	Population.	
	Number.	Number.
City—		
White males	10,831	
„ females	9,275	
		20,106
Coloured males	2,956	
„ females	3,784	
		6,740
Total	..	26,846
Rural—		
White males	6,922	
„ females	5,679	
		12,601
Coloured males	1,264	
„ females	950	
		2,214
Total	..	14,815
Grand total for municipality of Puerto Principe	..	41,661

This Vice-Consulate includes all the province of Puerto Principe, which is 27,000 kiloms. in extent.

The last census shows the population of the province to be 68,540 inhabitants.

British residents. The British residents number 30, all coloured labourers from Nassau.

Cattle raising. The principal industry is cattle raising, of which about 50,000 heads are sent to Havana yearly. Some attempts have been made to introduce the cattle in the Atlantic ports of the United States, taking advantage of the scarcity felt in that Republic, but a check to that intention has been met with in the fact that cattle owners would have to wait four or five years before the cattle can obtain the weight required for that market, and this they cannot do for want of capital and agricultural banking institutions. The total amount of heads may be put at 800,000, no official data existing of the exact number.

Sugar. The sugar industry is a rising one in the province, and promises well, our land being of the best description for the purpose. Some 30,000 hogsheads are now exported, and will presently rise to 40,000.

Timber. Timber, especially mahogany and cedar, are exported in large quantities.

Honey. Though no skilled attention is given to bee culture, yet large amounts of wax and honey of the best quality are exported.

Sisal hemp. Limited attempts have also been made to introduce the hemp industry, but up to date no profits have been derived from it, for want of special attention to it. In and about the port of Nuevitas more than 1,800 acres have been planted close to the seashore, of the very best appearance and quality. No doubt that industry could become, now that the plants have attained full growth, a thriving one, if some capital were invested in proper machinery to obtain the fibres, which are of remarkable strength, length and whiteness.

Iron. Lately, and with very fair prospects of success, large iron mines of different kinds of ores, as proto-sesquioxides, hematites, chromic iron, &c., have been discovered on and about the Cubita Hills, a northern district of the province, and an American company, it is reported, has been organised in New York to operate them. A party of mining engineers who visited the mines a few days ago report the ore to extend over a wide stretch of open country, and to be of the very best quality, being generally entirely devoid of phosphorus.

Tariff. Little can be said on the effect of the actual tariff on this part of the country which is not commercial enough to feel directly the real influence of such measures. Yet though on the whole the actual tariff is a marked progress on this kind of legislation in this country, great faults are found with it, and public opinion seems to incline towards approximation to free trade. In our district little or no advantage has been derived from the change, for while duties have been lowered on a great number of articles, the complications with customs as to the application of the tariff and the sudden change of the currency from paper money to coin, which has been handled so as to leave untouched, or nearly so, the nominal price of commodities, annul entirely the advantages which otherwise could have been reaped from the change.

Machinery. In regard to machinery and iron wares in general a marked change has been experienced; the Reciprocity Treaty constitutes a privilege for American manufacturers, their merchandise being exempt, or nearly so, from the duties which the English, for example, must pay, and of course the consumer pays a part of the difference. So while American rails come to 40 dol. per ton at this port, the same article from England cannot be introduced for equal price although cheaper (and of better quality) at the home market.

Reciprocity Treaty.

Political situation. Politically, the opinion of the inhabitants is unsettled. The

native element is deeply dissatisfied with the monopoly which the Spanish Europeans hold of all important offices, and feel naturally irritated at being excluded from all direct and efficient intervention in their own affairs, in spite of the ample offers made by the Home Rulers, and even of the actual institutions which would give them far more interference in the public business if they were fairly observed. The native Spaniards who have held and actually hold all the influence and prestige are on their part victims of the metropolitan mis-government, inasmuch as it affects Cuban interest, and have shown, on more than one occasion, tendencies to resist and correct abuses. As there is no mutual understanding between these parties things keep growing worse and dissatisfaction extending. Many wish for annexation to the United States, others look to independence, while a strong party looks forward to autonomous institutions.

Emancipated negroes.

Negroes have been left to themselves almost entirely, and under this process they are doing remarkably well. I would say that the black population of Cuba is behaving, all circumstances taken in consideration, much better than in the United States or the other countries where they have suddenly emerged from bondage to freedom. They apply themselves to work, and a great many economise. It is even remarked that they attend schools with assiduity. Of course they labour against prejudice in many ways, especially in social intercourse, but, on the whole, they are well accepted in public spectacles and public places. In this province they are few in numbers, and no apprehension need be entertained as to social or political troubles of their own making.

Perhaps in no other country has such difficult matters been settled quicker and more satisfactorily than the slavery question in Cuba, if future possible complications do not deviate things from their actual path.

TABLE showing Shipments of Lumber during the Year 1892.

Country.	Mahogany.		Cedar.	
	Number of Pieces.	Number of Feet.	Number of Pieces.	Number of Feet.
United States	2,470	342,236	24,350	2,830,027
Europe	8,866	990,625	12,997	1,708,465
Total	11,336	1,332,861	37,347	4,538,492

COMPARATIVE Table showing Total Shipments of Lumber during the Years 1892–91.

Description.	1892.		1891.		Increase in 1892.	
	Number of Pieces.	Number of Feet.	Number of Pieces.	Number of Feet.	Number of Pieces.	Number of Feet.
Mahogany... ...	11,336	1,332,861	6,365	809,484	4,971	523,371
Cedar	37,347	4,538,492	30,245	3,620,501	7,102	917,991
Total	48,683	5,871,353	36,610	4,429,985	12,073	1,441,368

TABLE showing Increase and Decrease of Lumber Shipments to Europe and the United States during the Year 1892.

	Description.	Number of Pieces.	Number of Feet.
Increase to United States ..	Mahogany ..	1,737	267,324
„ „ ..	Cedar	6,710	962,681
„ Europe	Mahogany ..	3,234	256,053
Total	..	..	1,486,058
Less to Europe..	Cedar	..	44,690
Total	..	..	1,441,368

RETURN of all Shipping at this Port in the Year 1892, Exclusive of the Steamers of Herrera and Lopez and Company.

Nationality.	Class.	Transit.		Tugboat.		With Cargo.		In Ballast.		Total.	
		Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Spanish	Steam ..	19	35,362	..	..	..	..	..	..	25	36,515
„	Sailing ..	..	..	..	..	6	1,153	..	..		
American	Steam ..	..	..	1	136	..	..	1	428	34	11,543
„	Sailing ..	..	..	..	..	16	4,802	16	6,177		
English	Steam ..	6	6,659	1	120	..	..	..	..	35	10,403
„	Sailing ..	..	..	..	..	8	1,798	20	1,826		
Norwegian (in port)	„ ..	..	..	..	..	..	..	2	583	14	4,068
„	„ ..	..	..	..	..	..	..	11	3,485		
Swedish	„ ..	..	..	..	..	..	..	3	967	3	967
German	„ ..	..	..	..	..	..	..	1	205	1	205
Danish	„ ..	..	..	..	..	..	..	1	283	1	283
Dutch	„ ..	..	..	..	..	..	..	1	188	1	188
Total		25	42,021	2	256	30	7,753	56	14,142	133	64,172

Summary.

Entered.

Description.	Number of Vessels.	Tons.
In port, January 1, 1892	2	583
In transit with cargo	25	42,021
Foreign tugboats	2	256
Vessels with cargo..	30	7,753
In ballast	54	13,559
Total	113	64,172

Cleared.

Description.	Number of Vessels.	Tons.
For United States	43	14,086
Europe	23	6,478
Nassau..	17	576
In transit	25	42,021
Port, January 1, 1893 ..	5	1,011
Total	113	64,172

Year.	Number of Vessels.	Tons.
Total, 1891	85	40,794
„ 1892	111	63,589
Increase, 1892	..	22,795

Cienfuegos.

Mr. Vice-Consul Fowler (who has resided for many years in the island, and whose opinions I consider particularly valuable, and who is himself a planter and sugar manufacturer on a large scale, and has a long experience of the subjects of which he treats) reports as follows:—

The district of Cienfuegos lays between those of Batabano and Trinidad on the coast line, and Sagua, Colon, and Villa Clara in the interior of the island. It is approximately 100 miles in length, and 25 miles in breadth.

Population. The population, by the last census taken in 1892, numbered as follows:—

RETURN of Total Population.

Description.	Population.
	Number.
Male whites	32,331
Female whites	22,856
Male blacks	13,945
Female blacks	15,603
Male Chinese	2,760
Total	87,495

Industries.

The city of Cienfuegos contains of these 27,430.

The number of British residents amounts to 74.

The principal industry is the cultivation of sugar-cane and manufactory of raw sugar, some of the largest central factories of the island being located here, making from 50 to 100 tons of sugar daily during the grinding season, which generally commences about Christmas and terminates in the early part of May.

In 1892 the following British vessels entered the port:—

RETURN of British Shipping.

Description.	Number of Vessels.	Tons.
Steamers	30	31,452
Sailing vessels	21	7,981
Total	51	39,433

RETURN of Foreign Shipping.

Nationality.	Number of Vessels.	Tons.
American	118	93,934
Spanish	129	190,079
Norwegian	8	4,945
Swedish	3	1,566
German	1	768
Italian	1	412
Russian	1	677
Haytian	2	280
Total	263	292,661

RETURN of the Exports from the Port of Cienfuegos during the Year 1892.

Name of Articles.	Foreign Weights or Measures.	To Great Britain and Colonies.		To Spain.		To United States.		Total.			
								Quantity.		Value.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Foreign Weights.	English Weights.	Foreign Money.	English Money.
			Dollars.		Dollars.		Dollars.			Dollars.	£
Sugar	Tons ..	..	..	4,683	280,980	164,437	9,866,220	169,120	151,000	10,147,200	2,285,405
Molasses	Gallons ..	..	..	190,350	11,421	241,650	14,500	432,000	432,000	25,921	5,838
Honey	,, ..	8,400	2,500	..	..	..	..	8,400	8,400	2,500	563
Cigars	Mille ..	..	..	56	2,800	11	550	67	67	3,350	755
Tobacco	Bales ..	..	..	..	..	761	22,830	761	761	22,830	5,541
Hides	Number..	..	..	..	..	1,888	3,776	1,888	1,888	3,776	850
Wax	Quintals	..	..	100	2,000	..	..	100	100	2,000	450
Rum	Gallons ..	..	..	117,480	22,500	..	..	117,480	117,480	22,500	5,068
Mahogany	Mille feet	..	..	121	7,260	..	..	121	121	7,260	1,635
Total	..	..	2,500	..	326,961	..	9,907,876	..	..	10,237,337	2,306,105

Imports. I regret not being able to also accompany a return of the imports, relative to which it is impossible to procure reliable information, as our custom-house authorities do not publish any statistics of same.

Reciprocity Treaty. My opinion of the general effect of the recent Reciprocity Treaty made between the United States and Spain is that it has notably stimulated imports from the United States into this district of all articles of merchandise included in same, and particularly of those coming in free of duty.

Tariff. The effect of the high customs tariff as regards trade with other countries is quite visible in the diminished importations from said countries. The door has been almost closed to machinery, railroad iron, and hardware in general from Europe by the excessive duties now levied on same, and if these are to be maintained long into the future the direct trade with Great Britain in particular will be reduced almost exclusively to East Indian rice and jute bags.

Political condition. The political and social condition of this district has varied but little during the past few years, and is open of course to improvement. What is styled the Conservative party, principally composed of natives of Spain, has just polled a very large elective vote as compared with the native Autonomic party, for the return of deputies from this section of the island to the new Cortes of Spain, still I think the latter party is gradually gaining ground in public esteem and opinion as time progresses, and the necessity of important reforms in the mode of taxing the island and in the administration of the revenue, which they advocate, meet with more and more sympathy from the public at large.

Social condition. Socially, the poorer classes have no special reason to complain, as labour is well remunerated, both in the rural districts and in the city, while in the latter and small country towns they have the opportunity of giving a primary education to their children at the free schools sustained by the municipalities throughout the districts. The rate of wages for able-bodied men in the city varies from 1 dol. to 1·50 dol. per diem, and in the country about 20 dol. per month, with meals, during the crop season, and 15 dol. per month, with meals, after grinding ceases. House servants gain from 10 dol. to 20 dol. per month, with meals.

Emancipated negroes. The former slaves gradually merged into the free coloured population of the island after the emancipation without giving any trouble, and it would be difficult to distinguish between them to-day. They generally live in the rural districts, the males working on the plantations and small farms while the females mostly attend to household work and domestic service in the city and villages.

Spain is certainly to be congratulated for the happy and peaceful manner in which she terminated that great evil in her colonies, and for the notable yearly increase in the production

of sugar in this island under free labour, the crop of 1892 having reached the important figure of 95,000 tons.

CAIBARIEN.

I regret to say that owing to the resignation of the late Vice-Consul, and the fact that his successor has scarcely become acquainted with his duties, I am unable to give any returns for the above port. I shall endeavour, however, to rectify this in my next report.

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SPAIN.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF BARCELONA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1060.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

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SPAIN.

BARCELONA.

Consul Macpherson to the Earl of Rosebery.

My Lord, *Barcelona, April* 29, 1893.

I HAVE the honour to transmit to your Lordship herewith enclosed my Report on the Trade of my Consular District during the year 1892.

I have, &c.
(Signed) W. MACPHERSON.

Report on the Trade and Commerce of the Consular District of Barcelona for the Year 1892.

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Shipping.

The following tables show that though the shipping at the port of Barcelona was in 1892, 277,489 tons less than in 1891. British shipping has been 64,855 tons more.

RETURN of all Shipping at the Port of Barcelona during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.		Total in 1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	906	322	309,619	325	310,525	274	247,026
Spanish	1,150	75,965	1,091	769,480	2,241	845,445	2,491	1,099,469
French	12	3,205	147	115,876	159	119,081	160	133,122
Italian	183	53,169	85	183,244	268	236,413	281	248,802
German	1	288	50	46,488	51	46,776	57	51,316
Norwegian	10	2,916	75	39,400	85	42,316	91	49,289
Swedish	1	320	13	7,787	14	8,107	14	9,359
Danish	12	3,644	18	16,771	30	20,415	36	24,554
Russian	15	5,812	6	6,473	21	12,285	22	13,387
Greek	9	1,914	14	8,090	23	10,004	24	11,545
Austrian	4	1,313	10	9,303	14	10,616	14	11,127
Other countries	2	877	1	1,941	3	2,818	4	3,760
Total for 1892 ..	1,402	150,329	1,832	1,514,472	3,234	1,664,801	..	..
„ 1891 ..	1,456	..	2,021	..	3,477	1,902,936	3,477	1,902,936

RETURN of all Shipping at the Port of Barcelona during the Year 1892.

CLEARED.

Nationality.	Sailing.		Steam.		Total.		Total in 1891.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	906	322	310,673	325	311,579	267	246,724
Spanish	1,266	90,118	1,019	769,651	2,285	859,769	2,492	1,083,961
French	11	3,008	137	103,244	148	106,252	177	136,945
Italian	163	43,899	65	159,430	228	203,329	287	260,875
German	1	288	48	43,943	49	44,231	58	51,733
Norwegian	9	2,704	71	37,306	80	40,010	91	48,794
Swedish	1	320	13	7,787	14	8,107	13	9,410
Danish	12	3,640	15	15,172	27	18,812	37	24,562
Russian	14	5,588	5	4,880	19	10,468	21	13,424
Greek	8	1,717	14	8,097	22	9,814	25	11,563
Austrian	4	1,313	9	8,670	13	9,983	14	10,910
Other countries	2	377	1	1,941	3	2,818	4	3,760
Total for 1892 ..	1,494	154,378	1,719	1,470,794	3,213	1,625,172	..	..
„ 1891 ..	1,474	..	2,012	..	3,486	1,902,661	3,486	1,902,661

Imports and Exports.

Imports and exports.

According to the following tables the imports to and exports from Barcelona, in the year 1892, amounted to 27,785,365*l.* against 25,252,103*l.* in 1891, or an increase of 2,533,262*l.*

Imports in 1892 amounted to 13,670,653*l.* and in 1891 to 13,403,947*l.*, showing an excess of 266,706*l.* in favour of last year.

Exports in 1892 amounted to 14,114,712*l.* and in 1891 to 11,848,156*l.*, showing an excess of 2,266,556*l.* also in favour of last year.

Imports from Great Britain amounted, in 1892, to 1,892,091*l.*, against 1,585,738*l.* in 1891, or 306,353*l.* in favour of last year; and the exports to 147,302*l.* against 124,834*l.*, or 22,468*l.* in favour of 1892.

RETURN of the Principal Articles of Import from Foreign Countries to Barcelona during the Year 1892.

Articles.		From Great Britain.		From other Foreign Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Live stock—cattle, sheep, &c.	..	..	..	..	7,065	..	7,065
Bacon, lard, hams	Tons ..	259·28	12,445	273·15	13,118	532·43	25,563
Codfish	„ ..	513·35	12,936	5,026·09	126,609	5,539·44	139,545
Wheat and flour	„ ..	264·32	1,903	51,334·98	369,612	51,599·30	371,515
Maize and other cereals	„ ..	..	..	7,155·92	34,443	7,155·92	34,443
Dried vegetables	„ ..	13·10	125	7,262·50	69,698	7,275·60	69,823
Fruits	„ ..	96·50	965	901·62	9,016	998·12	9,981
Sugar and molasses	„ ..	·60	2	·55	24	1·15	26
Cocoa	„ ..	66·57	3,455	611·77	50,788	678·34	56,243
Coffee	„ ..	..	..	66·87	5,349	66·87	5,349
Cinnamon, cloves, pepper, tea	„ ..	37·95	4,521	190·86	18,654	228·81	23,175
Spirits and liquors	„ ..	7·32	290	1,795·51	29,436	1,802·83	29,726
Wine, beer	„ ..	7·72	145	416·14	23,909	423·86	24,054
Locust beans, bran	„ ..	6,168·25	32,075	4,099·11	20,666	10,267·36	52,741
Various preserved provisions	„ ..	31·64	1,421	177·83	12,667	209·47	14,088
Mineral waters	„ ..	·13	2	242·99	4,858	243·12	4,860
		7,466·73	72,285	79,555·89	795,912	87,022·62	868,197

RETURN of the Principal Articles of Import from Foreign Countries to Barcelona during the Year 1892 —continued.

Articles.		From Great Britain.		From other Foreign Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Marble	Tons	..	..	4,106·56	16,768	4,106·56	16,768
Earth and stones for construction and industry	„	1,255·70	2,285	8,646·11	16,230	9,901·81	18,515
Coal	„	465,938·47	391,388	27,965·93	96,920	493,904·40	488,308
Resin, pitch, tar	„	20·05	80	2,149·21	8,597	2,169·26	8,677
Raw petroleum, lubricant oil	„	87·66	819	6,409·91	56,406	6,497·57	57,225
Minerals—							
Iron oxide	„	·50	..	318·46	267	318·96	267
Pig-iron, iron and steel in bars, plates, wire, tin plates, &c., old iron	„	3,113·06	23,220	6,449·84	56,268	9,562·90	79,488
Copper, brass, bronze, tin, zinc, &c.	„	119·42	10,326	220·42	19,538	339·84	29,864
Logwood	„	62·30	449	332·36	2,393	394·66	2,842
Linseed, &c.	„	849·19	10,251	5,553·96	63,626	6,403·15	73,877
Indigo	„	53·48	25,242	53·17	25,096	106·65	50,338
Paraffin, kerosene, wax, &c.	„	326·28	18,272	589·01	32,984	915·29	51,256
Sulphur	„	..	..	2,492·93	12,963	2,492·93	12,963
Cotton	„	2,637·17	142,407	55,046·15	2,972,493	57,683·32	3,114,900
Hemp and jute	„	7,415·93	137,153	3,435·55	116,928	10,851·48	254,081
Wool and hair	„	300·87	36,206	557·77	54,570	858·64	90,776
Wood-pulp for paper	„	..	..	2,136·35	15,365	2,136·35	15,365
Staves	Pieces	3,780	144	3,065,785	116,499	3,069,565	116,643

RETURN of the Principal Articles of Import from Foreign Countries to Barcelona during the Year 1892 —continued.

Articles.		From Great Britain.		From other Foreign Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Timber	Cub. metres	..	..	75,295	150,590	75,295	150,590
Fine woods and cork in planks	Tons	1·29	18	618·66	7,672	619·95	7,690
Raw hides	,,	43·84	3,050	5,601·47	392,032	5,645·31	395,082
Tallow and animal fats	,,	677·78	14,464	13,076·28	336,999	13,754·06	351,463
Guano and other manures, rags	,,	927·90	9,279	2,123·93	21,241	3,051·83	30,520
Mother-of-pearl, ivory, whalebone, horn	,,	21·51	12,905	22·34	13,404	43·85	26,309
Indiarubber, caoutchouc	,,	29·66	7,552	10·64	3,262	40·30	10,814
		483,882·06	845,510	147,917·01	4,609,111	631,799·07	5,454,621
Worked marbles, lithographic stones	Tons	·25	4	146·53	2,344	146·78	2,348
Glass and crystal ware	,,	116·43	2,669	1,555·62	40,211	1,672·05	42,880
Earthenware, porcelain	,,	1,894·10	7,572	1,004·62	13,038	2,898·72	20,610
Hardware	,,	1,674·54	23,670	7,510·97	98,467	9,185·51	122,137
Fancy goods	,,	138·84	14,355	401·66	39,153	540·50	53,508
Palm oil	,,	383·01	9,521	5,923·94	149,028	6,306·95	158,549
Drugs	,,	162·07	7,885	695·56	32,185	857·63	40,070
Colours, varnish, inks, blackings	,,	109·92	8,067	840·33	53,488	950·25	61,555
Logwood extracts	,,	284·13	10,800	1,261·23	47,924	1,545·36	58,724
Chemical products	,,	8,975·29	123,715	8,405·06	109,502	17,380·35	233,217
Pharmaceutical products	,,	69·88	14,098	80·63	16,574	150·51	30,672

RETURN of the Principal Articles of Import from Foreign Countries to Barcelona during the Year 1892 —continued.

Articles.		From Great Britain.		From other Foreign Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Starch, cornflour	Tons ..	170·76	2,400	3,115·24	44,437	3,286	46,837
Perfumery and essences	„ ..	4·53	1,451	20·76	6,643	25·29	8,094
Cotton threads and tissues	„ ..	414·69	91,102	229·19	55,266	643·88	146,368
Hemp and jute threads and tissues	„ ..	949·04	86,258	1,302·47	159,870	2,251·51	246,128
Woollen threads and tissues	„ ..	529·12	145,700	510·31	193,199	1,039 43	338,899
Silk threads and tissues	„ ..	10·84	19,017	51·63	95,016	62·47	114,033
Paper, cardboard, prints	„ ..	213·03	12,478	2,341·92	89,222	2,554·95	101,700
Ordinary and fine furniture, baskets.. ..	„ ..	40·14	3,258	799·75	68,152	839·89	71,410
Leather and leather goods	„ ..	14·49	5,722	32·30	18,503	46·79	24,225
Pianos, harmoniums, clocks	Pieces ..	..	10	..	5,963	..	5,973
Agricultural machines..	Tons ..	27·34	686	18·79	475	46·13	1,161
Motors	„ ..	491·54	23,594	143·34	6,880	634·88	30,474
Machines for industries	„ ..	5,507·38	280,886	1,075·80	54,092	6,583·18	334,978
Machines for sewing, velocipedes	„ ..	1,342·32	68,190	48·24	2,451	1,390·56	70,641
Naval constructions	..	..	..	3,789	39,859	3,789	39,859
Various	Tons ..	91·76	11,188	203·75	39,876	295·51	51,064
		23,615·44	974,296	37,719·64	1,481,818	61,335·08	2,456,114
Total in 1892	..	514,964·23	1,892,091	265,192·54	6,886,841	780,156·77	8,778,932
„ in 1891	..	413,292·05	1,585,738	339,961·84	7,500,042	753,253·89	9,085,780

RETURN of the Principal Articles of Import to Barcelona from the Spanish Colonies and Spain during the Year 1892.

Articles.		From the Spanish Colonies.		From Spain.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Live stock, cattle, sheep, and poultry	..	..	..	4,806	249,712	4,806	249,712
Sardines	Tons	..	..	4,164·20	91,208	4,164 20	91,208
Wheat, rice, and other cereals	„	..	..	21,221	205,080	21,221	205,080
Flour	„	..	..	1,603·67	19,236	1,603·67	19,236
Dried vegetables and garden plants	„	30·91	111	3,847·05	16,861	3,877·96	16,972
Fruits	„	125·04	1,249	3,042·60	63,704	3,167·64	64,953
Cocoa	„	667·27	54,679	..	..	667·27	54,679
Coffee	„	1,827·25	146,180	..	..	1,827·25	146,180
Sugar and molasses	„	47,012·96	1,265,089	401	9,624	47,413·96	1,274,713
Olive oil	„	..	..	2,710·03	86,724	2,710·03	86,724
Spirits, brandy, and liquors	„	3,540·31	56,684	847·92	26,720	4,388·23	82,404
Wine, beer	„	..	..	14,116·32	169,392	14,116·32	169,392
Locust beans	„	..	..	6,368	29,654	6,368	29,564
Various preserved provisions	„	28·41	3,396	2,261	93,920	2,289·41	97,316
Salt	„	..	..	13,682	9,946	13,682	9,946
		53,232·15	1,527,788	79,070·79	1,071,691	132,302·94	2,599,479
Earth and stones for construction and industry	Tons	25·62	46	1,595·23	4,873	1,620·85	4,919
Coal and other combustibles	„	..	..	321	899	321	899
Pitch, tar, &c.	„	..	..	1,303	14,424	1,303	14,424

RETURN of the Principal Articles of Import to Barcelona from the Spanish Colonies and Spain during the Year 1892—continued.

Articles.		From the Spanish Colonies.		From Spain.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Minerals—							
Pyrites of iron	Tons ..	..	..	7,068	5,654	7,068	5,654
Pig-iron, old iron, iron in bars, plates, wire, &c.	,, ..	67·13	215	22,560·80	91,744	22,627·93	91,959
Lead	,, ..	..	..	4,365	52,380	4,365	52,380
Copper, brass, tin, zinc	,, ..	58·33	3,417	305	9,760	363·83	13,177
Logwoods, tan	,, ..	160·50	1,156	516·12	5,129	676·62	6,285
Lees of wine	,, ..	..	..	181·32	15,956	181·32	15,956
Wax	,, ..	167·29	9,368	..	..	167·29	9,368
Sulphur	,, ..	..	..	1,603	7,694	1,603	7,694
Wool and hair	,, ..	..	..	552·92	27,646	552·92	27,646
Fine woods and cork, in planks	,, ..	1,447·31	18,956	216	1,296	1,663·31	20,252
Sparto, osier, palm, &c.	,, ..	..	..	2,138·13	21,381	2,138·13	21,381
Raw hides	,, ..	144·52	10,197	96·74	4,630	241·26	14,827
Tallow and animal fats	,, ..	288·37	6,876	403	1,451	691·87	8,327
Guano, rags	,, ..	..	..	1,867·14	19,669	1,867·14	19,669
Various	,, ..	23·82	1,833	215·73	5,216	239·55	7,049
		2,383·89	52,064	45,308·13	289,802	47,692·02	341,866
Glass and crystal ware	Tons ..	14·56	177	187·44	4,520	202	4,697
Earthenware, porcelain	,, ..	0·43	42	890·22	35,218	890·65	35,260
Oils for industry	,, ..	73·66	1,856	..	..	73·66	1,856
Drugs	,, ..	3·98	197	624·02	34,720	628	34,917

RETURN of the Principal Articles of Import to Barcelona from the Spanish Colonies and Spain during the Year 1892—continued.

Articles.		From the Spanish Colonies.		From Spain.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Soap	Tons	..	..	310	8,016	310	8,016
Cotton tissues	„	·41	117	512·23	114,206	512·64	114,323
Hemp, linen and jute tissues	„	..	..	308·64	86,628	308·64	86,628
Woollen tissues	„	..	..	462·23	142,503	462·23	142,503
Paper	„	..	..	454·20	27,263	454·20	27,263
Corks	Thousands.	..	..	16,253	9,102	16,253	9,102
Casks and furniture	Tons	..	..	373·65	9,832	373·65	9,832
Leather and its manufactures	„	..	..	1,014·22	849,101	1,014·22	649,101
Sandals	Dozens	..	..	16,017	7,688	16,017	7,688
Tobacco and cigars	Tons	..	..	1,101·26	800,321	1,101·26	800,321
Various	„	6·36	2,289	322·66	16,580	329·02	18,869
		99·40	4,678	6,560·77	1,945,698	6,660·17	1,950,376
Total in 1892	..	55,714·44	1,584,530	130,939·69	3,307,191	186,655·13	4,891,721
„ 1891	..	36,380·51	1,152,447	115,650·31	3,165,720	151,940·86	4,318,167

RETURN of the Principal Articles of Export from Barcelona to Foreign Countries during the Year 1892.

Articles.		To Great Britain.		To other Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Mineral waters	Tons	..	..	281·19	5,624	281·19	5,624
Fish	,,	·12	2	477·37	11,707	477·49	11,709
Rice	,,	..	..	42·82	338	42·82	338
Garlic	,,	44·92	1,236	68·66	2,022	113·58	3,258
Almonds	,,	101·86	6,824	1,142·84	70,851	1,244·70	77,675
Other fruits	,,	11·35	196	451·06	6,320	462·41	6,516
Saffron	,,	·04	144	4·14	14 926	4·18	15,070
Pimento, anise, and cumin	,,	..	..	540·76	19,927	540·76	19,927
Olive oil	,,	18·36	624	2,834·58	96,396	2,852·94	97,020
Spirits and liquors	,,	5·11	137	399·62	10,115	404·73	10,252
Wine	,,	917·10	12,657	50,039·76	627,105	50,956·86	639,762
Sausages and various eatables	,	11·26	826	525·28	14,977	536·54	15,803
Building materials	,	14·48	150	146·22	804	160·70	254
Resinous matters	,,	..	..	620·78	3,229	620 78	3,229
Mineral antimonium	,,	14	168	109·80	1,310	123·80	1,478
Lead, copper, zinc, mercury	,,	2·46	128	49·69	1,418	52·15	1,546
Tan	,,	144·25	1,154	907·03	7,256	1,051·28	8,410
Liquorice root and paste	,,	6·86	357	100·95	2,416	107·81	2,773
Boiled lees of wine	,,	65·29	5,745	1,206·52	106,137	1,271·81	111,882
Glycerine	,,	..	..	880·53	36,982	880·53	36,982
Wax	,,	8·10	518	·73	47	8·83	565
Wool and hair	,,	79·57	2,544	587 40	29,308	666·97	31,852
Rags and feathers	,,	111·31	1,811	1,860·39	31,013	1,971·70	32,824
Raw hides	,,	81·11	5,712	50·57	3,505	131·68	9,217
Linen seeds' residues	,,	2,511·93	30,143	207·44	2,468	2,719·37	32,611

RETURN of the Principal Articles of Export from Barcelona to Foreign Countries during the Year 1892—continued.

Articles.		To Great Britain.		To other Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Various	Tons	30·43	1,305	121·99	3,748	152·42	5,053
Glass and crystal ware	„	..	..	48·37	812	48·37	812
Earthenware, porcelain	„	·10	3	446·44	4,286	446·54	4,289
Jewellery	„	..	..	97	487	97	487
Firearms	„	·60	720	3·94	4,722	4·54	5,442
Machinery, hardware, fancy goods	„	8·98	483	211·56	9,280	220·54	9,763
Cream of tartar	„	491·27	53,057	68·49	7,677	559·76	60,734
Soap	„	..	..	5·34	155	5·34	155
Candles	„	..	..	9·29	724	9·29	724
Perfumery	„	..	..	1·06	340	1·06	340
Drugs	„	7·59	321	191·63	6,912	199·22	7,233
Cotton threads and tissues	„	16·64	4,029	282·69	67,389	299·33	71,418
Hemp and jute tissues, packing	„	37·82	2,107	35·14	3,245	72·96	5,352
Jute sacks	„	..	..	45·07	430	45·07	430
Woollen tissues	„	2·04	1,089	119·24	85,876	121·28	86,965
Silk tissues	„	·03	125	2·38	8,828	2·41	8,953
Cigarette paper	„	8·22	987	1,044·92	125,386	1,053·14	126,373
Paper, cardboard, prints	„	9·76	1,120	487·04	54,088	496·80	55,208
Corks	Thousands	12,265	6,868	38,076	21,314	50,341	28,182
Casks and furniture	Tons	45·95	919	11,648·95	182,177	11,694·90	183,096
Leathers	„	6·87	1,769	28·33	7,807	35·20	9,576
Boots and other leather manufactures	„	·29	167	8·66	4,801	8·95	4,968
Fans	„	..	..	3·70	3,702	3·70	3,702
Sandals	Dozens	1,028	493	37,820	18,154	38,848	18,647
Cards	Tons	1	241	12·65	3,034	13·65	3,275

RETURN of the Principal Articles of Export from Barcelona to Foreign Countries during the Year 1892—continued.

Articles.		To Great Britain.		To other Countries.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Umbrellas and parasols	Pieces ..	1,211	218	1,883	339	3,094	557
Hats and caps	„ ..	36	13	1,074	276	1,110	289
Pianos	„ ..	..	..	8	280	8	280
Guitars	„ ..	136	65	519	249	654	314
Guitar chords	Tons ..	·16	127	1·99	1,588	2·15	1,715
Total in 1892	..	4,817·23	147,302	78,365	1,734,307	83,182·23	1,881,609
„ in 1891	..	5,153·39	124,834	71,491·61	1,436,383	76,654	1,561,217

RETURN of the Principal Articles of Export from Barcelona to the Spanish Colonies and Spain during the Year 1892.

Articles.		To the Spanish Colonies.		To Spain.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Live stock	Tons of 1,000 kilos. ..	..	..	372·25	26,744	372·25	26,744
Mineral waters	Litres ..	38·20	764	35·87	718	74·07	1,482
Salt	Kilos. ..	714·13	390	42·37	34	756·50	424
Sardines	„ ..	39·52	1,427	1,092	26,275	1,131·52	27,702
Flour	„ ..	96·18	1,231	34,985·30	447,808	35,081·48	449,039
Rice and other cereals	„ ..	1,269·89	23,774	1,998·16	17,915	3,268·05	41,689
Garlic	„ ..	1,016·98	29,304	..	..	1,016·98	29,304
Almonds	„ ..	294·17	13,919	64·50	4,515	358·67	18,434
Other fruits and garden plants	„ ..	311·52	5,696	1,672·90	21,803	1,984·42	27,499
Saffron	„ ..	4·69	16,862	..	..	4·69	16,862
Sugar	„ ..	..	..	14,610·43	392,391	14,610·43	392,391
Spices, pimento, anise, and cumin	„ ..	177·74	7,044	1,125·90	80,300	1,303·64	87,344
Olive oil	„ ..	161·88	5,484	525·48	17,866	687·36	23,350
Spirits and liquors	Litres ..	231·68	6,759	1,754·70	45,072	1,986·38	51,831
Wine and beer	„ ..	43,070·82	525,423	1,025·80	14,912	44,096·62	540,335
Bran, locust beans	Kilos. ..	..	..	2,671·30	7,926	2,671·30	7,926
Pastes, sausages and other provisions ..	„ ..	2,895·47	94,619	1,375·43	48,845	4,270·90	143,464
		50,322·87	732,696	63,352·39	1,153,124	113,675·26	1,885,820
Building materials	Kilos. ..	618·36	7,134	2,526·62	3,472	3,144·98	10,606
Coal	„ ..	..	..	979·73	819	979·73	819
Petroleum	„ ..	..	..	1,344·03	12,681	1,344·03	12,681
Minerals	„ ..	30	360	13·58	11	43·58	371
Iron in bars, plates, wire	„ ..	..	..	,105·88	27,237	2,105·88	27,237

RETURN of the Principal Articles of Export from Barcelona to the Spanish Colonies and Spain during the Year 1892—continued.

Articles.		To the Spanish Colonies.		To Spain.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Lead	Kilos.	223·65	3,063	317·55	4,827	541·20	7,890
Copper, zinc, mercury	„	183·55	19,365	196·22	15,304	379·77	34,669
Tan	„	6·20	50	568·66	4,549	574·86	4,599
Boiled lees of wine	„	65·93	5,839	..	..	65·93	5,839
Sulphur	„	·40	17	102·24	491	102·64	508
Paraffin and wax	„	98·56	6,308	768·72	49,084	867·28	55,392
Wool, hair, hemp, cotton	„	1·75	39	1,943·40	112,742	1,945·15	112,781
Timber	Tons	..	..	4,494·02	39,251	4,494·02	39,251
Rags	„	204·34	3,230	410·81	7,340	615·15	10,570
Raw hides	„	·08	6	1,403·13	68,618	1,403·21	68,624
Guano	„	2·23	19	852	10,224	854·23	10,243
Various	„	6·28	51	41·49	4,978	47·77	5,029
		1,441·33	45,841	18,068·08	361,628	19,509·41	407,109
Glass and crystalware	Tons	728·52	12,535	730·60	13,762	1,459·12	26,297
Earthenware, porcelain	„	5,069·25	51,380	2,795·35	43,268	7,864·60	94,648
Jewellery and clocks	Hectogrs.	3,953	6,976	393	468	4,446	7,444
Firearms	Tons	6·64	7,964	·47	566	7·11	8,530
Machinery, hardware	„	950·67	23,404	3,154·70	185,781	4,105·37	209,185
Cream of tartar	„	8·36	623	..	..	8·36	623
Soap	„	9,074·58	235,922	2,364·83	61,486	11,439·41	297,408
Candles	„	1,643·94	115,854	447·67	31,294	2,091·61	147,148
Perfumery	„	58·90	18,849	66·17	21,174	125·07	40,023
Drugs and chemical products	„	638·88	28,366	8,106·28	302,313	8,745·16	330,679
Cotton threads and tissues	„	6,800·94	1,516,906	12,461·79	2,667,333	19,262·73	2,184,239

RETURN of the Principal Articles of Export from Barcelona to the Spanish Colonies and Spain during the Year 1892—continued.

Articles.		To the Spanish Colonies.		To Spain.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£
Hemp and jute tissues (packages)	Tons	947·03	137,419	2,935·45	663,564	3,882·48	800,983
Jute sacks	„	2,250·44	90,034	..	..	2,250·44	90,034
Woollen tissues	„	233·13	164,692	1,376·65	846,841	1,609·78	1,011,533
Silk tissues	„	21·54	45,928	61·58	171,097	83·12	217,025
Indiarubber articles	„	..	..	96·17	45,669	96·17	45,669
Cigarette paper	„	408·25	48,994	29·75	3,470	438	52,464
Paper, cardboard, prints	„	2,680·60	189,758	1,618·15	54,152	4,298·75	243,910
Corks	Thousands	14,627	8,191	2,968	1,615	17,595	9,806
Casks and furniture	Tons	7,462·06	119,017	3,641·78	77,094	11,103·84	196,111
Leathers	„	273·83	73,550	1,064·83	472,552	1,338·66	546,102
Boots and leather goods	„	1,631·81	1,028,777	6·58	4,213	1,638·39	1,032,990
Fans	„	16·73	16,725	12·89	2,578	29·62	19,303
Sandals	Dozens	176,642	84,788	..	..	176,642	84,788
Cards	Tons	58·33	13,998	..	..	58·33	13,998
Umbrellas and parasols	Pieces	494,183	88,953	60,971	12,783	555,154	101,736
Hats and caps	„	87,724	30,540	17,263	6,218	94,917	36,758
Pianos	„	219	7,665	89	3,591	308	11,256
Guitars	„	4,202	2,017	..	..	4,202	2,017
Tobacco	Tons	..	..	49·93	48,631	49·93	48,631
Various	„	·75	624	123·72	28,212	124·47	28,836
		40,965·18	4,170,449	41,145·34	5,769,725	82,110·52	9,940,174
Total in 1892	..	92,729·38	4,948,626	122,565·81	7,284,477	215,295·19	12,233,103
„ in 1891	..	89,551·77	4,087,734	110,736·67	6,199,205	200,288·44	10,286,939

Remarks on Trade.

Profitable year for manufacturers.

The manufacturers of this province have made considerable profits in the last year; satisfactory orders having been received by them during its early part, which were, later on, executed on very remunerative terms, owing to the low prices of raw materials which were to be employed, and to an abundance of water, which is a very important factor in a country where water-power is extensively employed. The low price of coal during the entire year was also an element in favour of the manufacturers of this district.

Trade of Great Britain with Spanish colonies paralysed.

Owing to the late customs restrictions, the large trade formerly carried on between Great Britain and the Spanish colonies has been completely paralysed, and Catalonian manufacturers and merchants have, consequently, extended their trade relations with Cuba and the Philippine Islands.

British merchants and manufacturers established in Catalonia.

Several English mercantile houses, however, have started commercial agencies in Barcelona, with a view of exporting goods from Spain instead of from Great Britain, endeavouring in this manner to keep up the trade in which they had been for many years engaged.

A Bradford firm of worsted spinners has also avoided tariff difficulties by establishing a factory in this district, with the object of manufacturing in this country certain articles that the present heavy tariff arrangements prevent being imported in their finished state. Moreover, several mills which have been lying idle for many years in the vicinity of this town have been bought up by an enterprising Scotch firm, and large works besides are being erected in this neighbourhood by Belfast spinners.

Money relatively cheap.

Money has been abundant and relatively very cheap during the year, and the banks have been unable to employ their money profitably.

The Bank of Barcelona and another local bank had between them over 2,000,000*l.* lying idle in their coffers at the latter end of the year.

Rate of exchange.

The rates of exchange have continued very high throughout the year, the average rate for 3 months' bills on London being 28 pesetas 78 c. for the 1*l.*, and for cheques at sight 28 pesetas 99 c. for the 1*l.*

The exchange on Paris has averaged 15 per cent. premium.

Freights.

Freights have been low during the entire year 1892 on all sorts of merchandise; the average freights for coals having been 10*s.* 7*d.* per ton from South Wales, and from other British ports low in proportion.

Coals.

The importation of coals from Great Britain has been in 1892, 465,938 tons against 372,600 tons received in 1891, showing a difference in favour of last year of 93,338 tons.

Cereals.

Only 58,755 tons of cereals of all sorts have been received in 1892, against 113,966 tons which were imported in 1891.

Cotton.

The importation of cotton has been as follows:—

Country.		Quantity.
From the United States	Bales of 200 kilos. ..	228,520
„ Levant	„ 180 „ ..	8,800
From Egypt	„ 300 „ ..	11,780
Europe	„ 200 „ ..	43,000

Or an increase of 10,423 bales of 200 kilos. if compared with the importation of this article in 1891.

94,028 tons of wine, valued at 1,165,185*l.*, were shipped in 1892 against 104,634 tons shipped in 1891, and valued at 1,274,667*l.* Wine.

The exportation to France by land has decreased, however, in a much larger proportion; as in 1892 only 148,391 hectolitres of wine have been exported from Barcelona to France, whereas 591,158 hectolitres were exported in 1891.

General Remarks.

The year 1892 has, on the whole, been a beneficial one for Barcelona. This district, which is essentially a manufacturing district, has evidently greatly benefited by the late Spanish tariff arrangements, however much other Spanish regions may have had to suffer thereby. Year 1892 beneficial on the whole.

It is, however, very doubtful if a long continuation of the almost prohibitive duties levied at present on many articles on their importation into this country, will ultimately prove an unmixed blessing to the intelligent and hard-working inhabitants of Catalonia; who are bound to confess that the more liberal tariff arrangements, initiated in Spain in the year 1869 by one of their own countrymen, have greatly contributed to the present industrial development and commercial prosperity of this district, by obliging the industrial classes of this province to compete vigorously with the productions of other countries. Excess of protection of doubtful advantage to Catalonia.

The danger of confiding absolutely in extremely protective or prohibitive duties is clearly apparent to many intelligent Catalans, who well know that fair competition is a necessary element for the proper development of every industry, and that their countrymen have already made such important strides in industrial pursuits that at present they require little, if any, extraordinary aid, as they are perfectly capable of taking good care of themselves in every mercantile or industrial strife.

The Catalans, in many respects, are widely different in character to the inhabitants of the other parts of Spain, and specially so to the Castillians and the natives of the southern provinces of the Peninsula. Catalans different to other Spaniards.

It is more than probable that a different race altogether to those which have left their impress on those parts of Spain has Probably of a different race.

moulded their special character and qualities, which render them so unlike their immediate neighbours.

In Catalonia idleness is considered by everyone, high and low, a disgrace, and no mercantile undertaking or industrial pursuit socially disqualifies any individual.

This inborn mercantile propensity is, apparently, an inheritance from their Phœnician ancestors, who in ages past established themselves in the Mediterranean border of Spain, and whose characteristic trading inclinations have prevailed till this day, and neither Celts, nor Romans, nor Goths, nor Moors have ever annulled or even weakened them. The Semitic origin of the Catalan makes him a born merchant, and for this reason neither English, French, or Germans, nor even Jews of any nationality, compete successfully in trade with this energetic, shrewd, and enterprising race.

VALENCIA.

Mr- Vice-Consul Dart reports as follows :—

General trade. The termination on January 31, 1892, of the Commercial Treaty between France and Spain and subsequent higher duties have caused a great reduction in wine shipments, occasioning the withdrawal of an important amount of capital, and an excess of unemployed labour. The high rates of exchange on London and Paris, from 16 per cent. to 18 per cent. against Spain, greatly restricts the importation of many classes of goods. Unfortunately, this year has ended without any immediate prospect of new treaties being made either with Great Britain or France, thus leaving trade in a state of uncertainty as to the future.

Shipping. RETURN of British Vessels Entered during the Years 1892–91.

Year.	Number of Vessels.	Tons.
1892	414	308,337
1891	356	262,062
Increase in 1892	58	46,275

RETURN of Foreign Vessels Entered during the Years 1892–91.

Year.	Number of Vessels.
1891..	705
1892..	450
Decrease in 1892	255

The following quantity was imported :— Coal and patent fuel

	Quantity.	
	Coal.	Patent Fuel.
	Tons.	Tons.
In British vessels	58,410	19,907
Foreign „	6,477	9,828
Total	64,887	29,735

The consumption of this chemical continues increasing proportionately with the fancy displayed by the farmers and speculators to buy raw materials to make their own artificial manures, instead of having the manufactured article from abroad. The importation from Great Britain amounts to :— Sulphate of ammonia.

	Quantity.
	Tons.
In British vessels	1,813
Foreign „	3,000
Total	4,813

The import of codfish—season September, 1891, to April, 1892—36,782 quintals Labrador fish, not any shore fish, and 9,650 quintals Norwegian fish (January to December, 1892). Codfish.

The rice crop was abundant, and has yielded remunerative prices to the planters. Crops. Rice crop.

The orange crop, season November, 1891, to June, 1892, was of poor keeping quality, and proved a losing business to the exporters. The present crop commenced shipping in November, 1892, appears to be shorter than the previous season, but sounder. Orange crop.

The sales in Great Britain in November were very disappointing except to the growers, who realised good value on this side.

RETURN of British and Foreign Shipping at the Port of Valencia in 1892.

ENTERED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Great Britain	130	79,619	2,161	284	228,718	5,927	414	308,337	8,088
France	97	69,289	2,136	39	28,809	857	136	98,093	2,993
Italy	44	11,963	394	11	6,289	176	55	18,252	570
Sweden and Norway ..	90	65,672	1,175	67	42,037	860	157	107,709	2,035
Germany	6	4,637	101	19	14,589	323	25	19,226	424
Russia	16	9,264	234	11	6,477	215	27	15,741	449
Austria-Hungary ..	14	8,213	261	3	3,732	241	17	11,950	502
Belgium	8	7,078	151	..	..	..	8	7,078	151
Denmark	14	9,035	222	1	1,061	19	15	10,096	241
Holland	2	1,806	46	1	658	23	3	2,464	69
Greece	7	3,589	89	..	..	..	7	3,589	89
Spain	..	..	..	..	..	..	..	..	..
Total	428	270,170	6,970	436	332,370	8,641	864	602,540	15,611

Return of British and Foreign Shipping at the Port of Valencia in 1892—continued.

Cleared.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Great Britain	298	233,790	6,111	118	73,581	1,982	416	307,371	8,093
France	108	79,177	2,405	24	18,387	576	132	97,564	2,981
Italy	11	6,141	174	61	16,834	551	72	22,975	612
Sweden and Norway ..	109	78,073	1,349	45	28,877	645	154	106,950	1,994
Germany..	15	11,096	254	10	8,130	170	25	19,226	424
Russia	12	7,018	233	13	7,456	188	25	14,474	421
Austria-Hungary ..	3	2,187	74	14	9,763	427	17	11,950	501
Belgium	..	..	..	8	7,078	151	8	7,078	151
Denmark	1	1,094	21	14	9,002	220	15	10,096	241
Holland	1	658	23	2	1,806	46	3	2,464	69
Greece	..	..	..	7	3,589	89	7	3,589	89
Spain	..	..	..	..	..	..	..	..	..
Total	558	419,234	10,644	316	184,503	5,045	874	603,737	15,576

Annex A.—Return of all Shipping at the Port of Valencia during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	907	407	307,430	414	308,337
French	4	917	132	97,181	136	98,098
Italian	51	13,193	4	5,059	55	18,252
Swedish and Norwegian	6	4,484	151	103,225	157	107,709
German	...	...	25	19,226	25	19,226
Russian	12	7,015	15	8,726	27	15,741
Austro-Hungarian	5	1,570	12	10,380	17	11,950
Belgian	...	...	8	7,078	8	7,078
Danish	2	318	13	9,778	15	10,096
Dutch	...	...	3	2,464	3	2,464
Greek	5	1,484	2	2,105	7	3,589
Spanish	...	...	...	...	...	...
Total	92	29,888	772	572,652	864	602,540

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	907	409	306,464	416	307,371
French	5	1,538	127	96,026	132	97,564
Italian	68	17,914	4	5,061	72	22,975
Swedish and Norwegian	6	4,484	148	102,466	154	106,950
German	...	...	25	19,226	25	19,226
Russian	9	5,308	16	9,166	25	14,474
Austro-Hungarian	5	1,570	12	10,380	17	11,950
Belgian	...	...	8	7,078	8	7,078
Danish	2	318	13	9,778	15	10,096
Dutch	...	...	3	2,464	3	2,464
Greek	5	1,484	2	2,105	7	3,589
Spanish	...	...	...	...	...	...
Total	107	33,523	767	570,214	874	603,737

Annex B.—Return of the Principal Articles of Export from Valencia during the Year 1892.

Articles.		Quantity.	Value.
			£
Oranges	Cases	1,510,000	604,000
Onions	„	352,000	66,000
Melons	„	35,000	7,000
Tomatoes	„	20,000	7,000
Pomegranates	„	10,000	3,000
Tiger nuts	Bags	5,000	5,000
Saffron	Cases	60	7,200
Total		..	699,200

RETURN of the Principal Articles of Import to Valencia during the Year 1892.

Articles.		Quantity.	Value.
			£
Steam coals	Tons ..	40,928	40,928
Gas coals	„ ..	17,482	14,859
Patent fuel	„ ..	19,917	21,909
Coke	„ ..	232	267
Artificial manure	„ ..	5,890	53,010
Codfish	Cwts. ..	27,440	23,324
Sulphate of ammonia	Tons ..	1,813	20,849
Coal dust	„ ..	800	600
Cast-iron piping	„ ..	1,819	10,914
Superphosphates	„ ..	154	2,000
Cement	Barrels ..	960	456
China clay	Tons ..	174	696
Firebricks	Number ..	66,195	90
Machinery	Tons ..	18	1,000
Caustic soda	Casks ..	20	100
Jute yarn	Bales ..	81	1,377
Tramway coaches	Number ..	2	400
Sewing machines	Tons ..	493	3,000
Pitch	„ ..	301	617
Wire	Bundles ..	479	240
Total		..	196,636

RETURN of British and Foreign Shipping at Cullera (Spain) during the Year 1892.

ENTERED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British	14	7,834	237	..	..	..	14	7,834	237
Spanish	2	1,044	44	..	..	..	2	1,044	44
Norwegian	1	370	14	..	..	..	1	370	14
Total	17	9,248	295	..	..	..	17	9,248	295

CLEARED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British	..	..	..	14	7,834	237	14	7,834	237
Spanish	..	..	..	2	1,044	44	2	1,044	44
Norwegian	..	..	..	1	370	14	1	370	14
Total	..	..	..	17	9,248	295	17	9,248	295

RETURN of British Shipping at the Port of Cullera in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
14	...	14	7,834	...	7,834	237	£ 46,000	...	14	14	...	7,834	7,834	237	£ ...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Ports whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Ports to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Nil	...	...	...	...	...	...	...	£ ...	Nil	...	...	...	...	...	...	...	£ ...

Annex A.—Return of all Shipping at Cullera, Spain, during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	14	7,834	14	7,834
Spanish	...	...	2	1,044	2	1,044
Norwegian	...	...	1	370	1	370
Total	...	...	17	9,248	17	9,248

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	14	7,834	14	7,834
Spanish	...	...	2	1,044	2	1,044
Norwegian	...	...	1	370	1	370
Total	...	...	17	9,248	17	9,248

Annex B.—Return of the Principal Articles of Export from Cullera during the Year 1892.

Articles.	Quantity.	Value.
	Tons.	£
Nil	..	..

Return of the Principal Articles of Import to Cullera, during the Year 1892.

Articles.	Quantity.	Value.
	Tons.	£
Artificial manure	4,200	46,000

RETURN of British and Foreign Shipping at Burriana, Moucofar, and Castellon during the Year 1892.

ENTERED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British	3	1,172	47	173	135,930	3,748	176	137,102	3,795
Spanish	..	..	..	74	53,061	1,628	74	53,061	1,628
Swedish and Norwegian	..	..	..	35	16,321	533	35	16,321	533
German	..	..	..	15	10,249	380	15	10,249	380
Russian	..	..	..	12	7,017	229	12	7,017	229
Italian	..	..	..	2	1,517	48	2	1,517	48
Danish	..	..	..	2	1,453	40	2	1,453	40
French	..	..	..	1	701	19	1	701	19
Total	3	1,172	47	314	226,249	6,625	317	227,421	6,672

RETURN of British and Foreign Shipping at Burriana, Moucofar, and Castellon, during the Year 1892—continued.

CLEARED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British	171	135,462	3,718	5	1,640	77	176	137,102	3,795
Spanish	74	53,061	1,628	..	..	..	74	53,061	1,628
Swedish and Norwegian	35	16,321	533	..	..	..	35	16,321	533
German	15	10,249	380	..	..	..	15	10,249	380
Russian	12	7,017	229	..	..	..	12	7,017	229
Italian	2	1,517	48	..	..	..	2	1,517	48
Danish	2	1,453	40	..	..	..	2	1,453	40
French	1	701	19	..	..	..	1	701	19
Total	312	225,781	6,595	5	1,640	77	317	227,421	6,672

ALICANTE.

Mr. Vice-Consul Cumming reports as follows:—

By the annexed tables, with returns of shipping and chief importations and exportations, it will be seen how seriously the war of tariffs has affected the commercial movement of this port during the past year.

Shipping. The decrease in number of vessels and tonnage as compared with previous year of 1891 may be taken as the first and most convincing proof of the depression in trade at this port.

The result of British shipping shows a decrease from previous year of 43 in number of vessels, and 35,705 tons in tonnage. Also of the total of British vessels 83, with tonnage of 47,725, which entered here in 1892, no less than 24 vessels, of 17,684 tons, belong to the month of January alone, before the increase of duty on Spanish wines in France, leaving only 59 vessels, of 30,041 tons, for the remaining 11 months of the year.

Importations.

Spirits. The importations of spirits for strengthening wines ceased completely after the month of January, owing to the enormous duty levied on this article in Spain since February 1. Only 2,000 hectolitres entered here in 1892, against 28,000 hectolitres in 1891.

Codfish. The duty on dried codfish was raised after June 30 last from 18 pesetas 70 c. per 100 kilos. to 24 pesetas per 100 kilos., an increase of duty equal to about 1*s.* 10*s.* sterling per quintal.

Of the 4,900 tons imported here, 4,040 tons were British cure from Newfoundland, 770 tons Norwegian, and 90 tons French cure.

Coals. The quantity of coals imported here continues decreasing.

Petroleum. Formerly petroleum came here exclusively in boxes containing two tins each, and in barrels; but owing to the duty now imposed on the said boxes, tins, &c., this oil is now received here in bulk.

Exportations.

Wine. The effects of the new tariff enforced on Spanish wines in France have been a very heavy decrease in the exportation of this staple product—1,500,000 hectolitres in 1892, against 2,075,000 hectolitres in 1891. The difference is still more remarkable by the fact that of the total exportation of 1,500,000 hectolitres during last year, 700,000 hectolitres were shipped here in the month of January alone, in time to reach France before the termination of the Commercial Treaty.

Lead. The quantity of lead shipped here was but little over half the quantity exported the previous year.

Liquorice root. Almonds.

Shipments of liquorice root show but slight alteration.

The demand for almonds was active, and the quantity exported shows a fair increase.

RETURN of Shipping at the Port of Alicante during the Year 1892.

Nationality.	Number of Vessels.	Tons.
British	83	47,725
French	97	80,566
Swedish and Norwegian ..	81	50,517
Italian	57	15,365
German	11	8,226
Russian	8	5,383
Danish	13	12,301
Other countries	11	10,552
Spanish	192	137,812
„ (coasting)	772	396,287
Total in 1892	1,325	764,734
„ 1891	1,998	1,215,635

RETURN of Principal Articles of Import to Alicante during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coals...	Tons ...	13,300	7,500	17,000	9,000
Railway material, iron, &c. ...	„ ...	18,000	100,000	19,000	110,000
Dried codfish	„ ...	4,900	89,000	4,450	90,000
Petroleum	„ ...	18,000	...	...	...
„	Boxes ...	...	...	233,000	120,000
„	Barrels ...	...	...	2,700	
Spirits for strengthening wines	Hectolitres	2,000	3,500	28,000	50,000
Staves	Pieces ...	1,285,000	47,500	1,300,000	48,000
Sugar	Tons ...	2,100	62,000	1,300	40,000
Timber	Cub. met.	38,000	65,000	46,000	80,000
Tobacco	Tons ...	3,300	240,000	2,300	175,000
Jute	„ ...	830	11,000	750	10,000
Cotton and woollen goods ...	„ ...	900	...	200	...

RETURN of Principal Articles of Export from Alicante during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine...	Hectolitres	1,500,000	1,200,000	2,075,000	1,700,000
Lead	Tons ...	8,600	80,000	15,700	160,000
Liquorice root	„ ...	1,450	17,000	1,570	19,000
Almonds	„ ...	300	32,000	230	25,000
Esparto and esparto goods ...	„ ...	2,300	2,500	1,300	1,800
Aniseed	„ ...	140	600	150	600
Old railway iron	„ ...	4,600	4,000	1,650	1,500
Olive oil	„ ...	340	13,600	300	12,000

TARRAGONA.

Mr. Vice-Consul Morgan reports as follows :—

Crops. Wine. There was a very good yield of wine this year, and qualities were considerably above the average, but unfortunately prices have been unusually low, owing to the want of suitable commercial treaties with other countries, consequently farmers are in as bad a position as ever, and unless some change is brought about it must end in their utter ruin.

Nuts. The crop of Barcelona nuts was very small, and will not be sufficient to cover demand. The quality is good, and the prices rule high.

Almonds. The crop of Tarragona almonds was also a very small one—about a sixth of the ordinary yield. Values are consequently very high.

Oil. A very fair crop of good quality is expected.

Exports. Wine. According to statistics there has been a great falling-off in the exportation of wine during 1892, as compared with previous years, and if the last 10 months of 1891 were to be compared with the same months of 1892, it would be found that shipments during the latter period are comparatively nil, as more wine was shipped in the first month of 1892, prior to the termination of the treaty with France, than in the first 6 months of ordinary years.

Imports. Grain. The prohibition of the Russian Government to export grain has been the cause of a reduction of over 50 per cent. in the importation of this article.

Spirits. The new spirit laws have completely stopped all importation; after the first 2 months of the year none were received from foreign countries, and the greater part of the quantity shown in the statistics as having been imported was of Spanish manufacture, having come coastwise from Valencia.

With the non-existence of commercial treaties the import trade generally has fallen-off; but there is no sign of the condition of the country having improved—rather the contrary—as everything is dearer and money more scarce.

Shipping. As in nearly everything else, tonnage also shows a falling-off corresponding to the decrease of trade generally.

RETURN of all Shipping at the Port of Tarragona during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	75	56,781	75	56,781
Spanish	51	5,200	403	267,710	454	272,910
Swedish and Norwegian	5	4,699	63	19,865	68	24,564
French	13	863	22	11,789	35	12,652
Danish	...	...	15	11,186	15	11,186
Italian	34	7,490	3	2,702	37	10,192
Russian	3	1,461	9	5,821	12	7,282
Greek	8	3,144	2	1,504	10	4,648
German	...	...	7	4,640	7	4,640
Dutch	...	...	3	2,285	3	2,285
Total	114	22,857	602	384,283	716	407,140
,, for the year preceding ,,	...	...	...	...	941	503,441

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	1	334	76	57,859	77	58,193
Spanish	52	5,539	401	266,338	453	271,877
Swedish and Norwegian	5	4,699	63	19,865	68	24,564
French	12	800	22	11,789	34	12,589
Danish	...	...	15	11,186	15	11,186
Italian	33	6,962	3	2,702	36	9,664
Russian	2	931	9	5,821	11	6,752
Greek	6	2,173	2	1,504	8	3,677
German	...	...	7	4,640	7	4,640
Dutch	...	...	3	2,285	3	2,285
Total	111	21,438	601	383,989	712	405,427
for the year preceding ...	...	...	...	...	955	508,931

RETURN of Principal Articles of Import to Tarragona during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat, rice, barley, &c.	Tons	23,896	239,330	50,197	489,116
Tobacco			182,000		252,910
Salt fish	Tons	3,839	75,150	3,933	88,700
Petroleum	Refined and bulk		59,768		
	Casks				35,000
Coal and charcoal	Tons	34,400	40,400	35,478	40,800
Empty casks		40,267	40,267	109,928	109,928
Iron and manufactures			33,772		47,880
Spirits	Casks	2,289	33,916	9,360	148,354
Brimstone	Tons	2,802	31,274	2,800	15,910
Wood and lumber			26,877		15 260
Chemical products			19,419		15,692
Guano	Tons	1,170	11,630	464	5,300
Staves	Mille	588	10,415	1,155	29,440
Oil			8,000		10,000
Wine	Casks	390	1,942	732	5,630
Hydraulic lime					7,200
Other articles			51,088		42,900
Total			870,248		1,360,020

RETURN of Principal Articles of Export from Tarragona during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wine	Bouges (fûts)	87,506	747,978	143,143	1,210,634
Filberts	Bags	94,894	108,610	118,590	118,996
Spirits	Demijohns	650	54,072	3,445	55,947
	Casks	3,715		3,980	
Almonds	Bags	16,523	34,330	41,159	61,723
Oil	Cases	115	20,154		9,168
	Casks	1,154			
	Pipes			516	
	Barrels			10	
Flour			17,702		16,743
Paper			5,915		9,180
Empty pipes		5,393	5,393	5,355	5,355
Petroleum			3,255		4,725
Other articles			10,574		14,200
Total			1,007,983		1,506,671

RETURN showing the Total Value of all Articles Exported from and Imported to Tarragona from and to Foreign Countries, during the Years 1891–92.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	232,700	271,820	73,677	97,250
Spain	120,881	120,444	335,533	396,384
France	515,592	940,908	75,599	139,444
River Plate and Ecuador	61,120	62,010	..	..
Germany	29,100	27,804	10,256	117,400
United States, America	26,130	39,150	65,218	57,600
Holland..	7,020	8,120	..	..
Russia	5,530	4,560	230,139	301,200
Denmark	5,030	12,220	..	..
Belgium	4,880	9,465	3,090	13,442
Sweden and Norway ..	..	10,170	46,153	69,200
Italy	..	..	25,383	20,100
Turkey	..	..	5,200	148,000
Total	1,007,983	1,506,671	870,248	1,360,020

DENIA.

The late Vice-Consul Mr. Joseph Morand reported as follows :—

Imports. Imports as heretofore have consisted of wheat, flour, lumber, deals, guano, coals, and sulphur from Spanish and from foreign ports, and they are valued at about 60,000*l.*

Exports. Exports, consisting chiefly of raisins, and besides of grapes, oranges, onions, almonds, tomatoes, melons, and pomegranates, have been forwarded to the followiug ports :—

	Quantity.	Value.
	Tons.	£
To England	20,000	226,000
Canada	1,700	21,200
the United States	10,600	120,700
France	1,800	25,200
Other ports	3,000	42,000
Total	..	435,100

Raisins. Though the weather has been exceptionally fine for gathering the raisin crop, the yield has not been so large as in previous years, owing to the cold weather prevailing at the time in which the vines blossom.

Foreign markets, especially the English markets have been

lately overstocked with this fruit, and a collapse in prices has ensued, causing very heavy losses to speculators, and yielding no profit whatever to the farmers, who shipped their produce on their own account or on consignment.

About 200,000 boxes of muscatel raisins, weighing each 10 kilos., have been sent this year to Malaga to be packed anew, from thence for other markets.

A commission has been sent from this town to Madrid with the object of petitioning the Spanish Government to negotiate with the foreign countries where heavy duties are imposed on fruit for the lowering of such duties, in order to obtain some protection for this district, where vineyards continue to be extensively planted.

RETURN of all Shipping at the Port of Denia during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	93	77,081	93	77,081
Spanish	41	7,318	93	58,614	134	65,932
Danish	...	...	13	9,911	13	9,911
Dutch	...	...	1	659	1	659
Swedish and Norwegian	...	...	6	3,998	6	3,998
French	...	...	2	3,266	2	3,266
Italian	1	205	...	...	1	205
German	...	...	5	3,119	5	3,119
Total	42	7,523	213	156,648	255	164,171
,, for the year preceding ...	10	4,105	160	155,661	170	159,766

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	...	...	93	77,081	93	77,081
Spanish	41	7,318	93	58,614	134	65,932
Danish	...	...	13	9,911	13	9,911
Dutch	...	...	1	659	1	659
Swedish and Norwegian	...	...	6	3,998	6	3,998
French	...	...	2	3,266	2	3,266
Italian	1	205	...	...	1	205
German	...	...	5	3,119	5	3,119
Total	42	7,523	213	156,648	255	164,171
,, for the year preceding ...	10	4,105	160	155,661	170	159,766

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ON THE

FOREIGN TRADE OF SPAIN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 817.

Presented to both Houses of Parliament by Command of Her Majesty,
JUNE, 1893.

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Reference to previous Report, Annual Series No. 817

SPAIN.

MADRID.

Sir H. Wolff to the Earl of Rosebery.

My Lord, *Madrid, May* 18, 1893.

I HAVE the honour to enclose a Memorandum by Mr. Gosselin on the Foreign Trade of Spain during the first quarter of the current year, based on the Official Returns published in the "Madrid Gazette" of the 7th instant.

I have, &c.

(Signed) H. DRUMMOND WOLFF.

Memorandum on the Foreign Trade of Spain during the First Quarter of the Current Year.

ABSTRACT of Contents.

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Import trade—	
Mineral coal; tar; pitch; cotton; woollens	2
Silks; manure; wheat; coffee	3
Export trade—	
Decline in exported foodstuffs and wines	5

The Spanish trade returns for the first quarter of this year, published in the "Madrid Gazette" of the 7th inst., show a decrease in the totals both of the import and export trade when compared with the figures of the two preceding years, though there has been, in spite of the present high tariff, a slight rise in certain branches of commerce.

Import Trade.

Import trade. Mineral coal.

The amount of mineral coal imported during the first quarters of the last 3 years stands as follows :—

Year.	Quantity.
	Tons.
January–March—	
1891	411,210
1892	489,653
1893	454,747

Taking the returns for March alone, the figures are still more favourable for this year's trade :—

Year.	Quantity.
	Tons.
March—	
1891	133,274
1892	138,121
1893	178,857

Tar, pitch, &c.

The importation of tar, pitch, and asphalt amounted in—

Year.	Quantity.
	Kilos.
1st quarter—	
1891	13,176,034
1892	10,934,547
1893	13,253,512

Cottons.

Raw cottons were imported in the first quarter of 1891 to the amount of 23,034,265 kilos., last year for the same period the returns sank to 18,095,100 kilos., while last quarter they rose to 18,706,890 kilos., and a similar increase is observable in the importations of spun and twisted cottons.

Woollens.

For wool the figures stand :—

Year.	Quantity.
	Kilos.
1st quarter—	
1891	113,011
1892	187,068
1893	278,860

For silks (raw) :— Silks.

Year.	Quantity.
	Kilos.
1st quarter—	
1891	29,149
1892	26,727
1893	30,904

The importations of artificial manures nearly doubled itself, 4,800,000 kilos. having been imported in the first quarter 1892, and 8,100,000 kilos. last quarter. Manure.

The quantity of wheat imported during the first quarter of 1891 amounted to over 50,000,000 kilos., last year during the same quarter it fell to 13,000,000 kilos.; this year, in consequence of the deficient harvest of 1892, the importation during the first 3 months almost reached 100,000,000 kilos. This large total was obtained from the following countries:— Wheat.

Country.	Quantity.
	Kilos.
United States	12,850,000
France	12,460,000
Russia	25,000,000*
Turkey	17,000,000*
Other countries	32,000,000

* Nearly.

The amount of wheat-flour imported has risen from 26,561 kilos. in first quarter of 1892 to 2,108,000 kilos. in first quarter of 1893.

The importation of other cereals and dried vegetables shows a similar upward tendency. Other cereals.

Coffee has risen from 1,389,000 kilos. in first quarter of 1892 to 2,278,000 kilos. in first quarter of 1893. Coffee.

On the other hand, the returns show a considerable decline in the import trade in sugar (3,400,000 kilos. instead of 9,690,000 kilos.), cocoa, brandies, and wines. Principal articles showing a decreased importation.

Taking Class XII. (foodstuffs) altogether the value of the goods imported amounted in—

Year.	Value.
	£
1st quarter—	
1891	639,276
1892	464,632
1893	565,596

Class XII. is indeed the only one in which the figures for last quarter show an actual increase on those of the first quarter of last year.

The total imports for the first quarters of the years 1891–93 are valued at—

Year.	Value.
	£
January–March—	
1891	8,345,320
1892	8,234,712
1893	6,862,536

indicating a very serious falling off in the amount of the import trade.

Export Trade.

Passing now to the export trade, the returns for the first quarter of the current year, though perhaps better than had been anticipated, show the same downward tendency.

In the following categories of goods there is a decreased exportation as compared with the same period of 1892 :—

Class.	Description.
I.	Minerals, earthenware, &c.
II.	Metals, wrought and unwrought.
VII.	Silks.
VIII.	Papers.
IX.	Woods.
XI.	Machinery.
XII.	Foodstuffs (including the staple exports of the country, wines and fruits).
XIII.	Sundries (fans, sandles, matches, and playing-cards).

On the other hand, there is an increased export trade in :—

Class.	Description.
III.	Drugs and chemical products.
IV.	Manufactured cottons.
V.	Goods manufactured from other vegetable fibres.
VI.	Wool and woollen goods.
X.	Animals and animal products.

Of the above, Class XII. (foodstuffs) is by far the most important in the Spanish export trade, the value being nearly one-half that of the total goods exported (3,118,936*l.*, out of a total

during the first quarter of 1893 of 7,049,596*l.*), and it is in this group that the decline is the most serious. In the first quarter of 1892 the foodstuffs exported were valued at 5,026,068*l.*, showing a decrease last quarter of almost two millions sterling.

It is true, as has before been pointed out, that in January, 1892, there was an abnormal amount of wine exported into France, on account of the expiration in February of the Franco-Spanish Commercial Treaty; but even taking this into consideration, the fall in the amount of foodstuffs exported is very considerable, being over 1,000,000*l.* below the value of goods exported in the same period of 1891 (4,327,292*l.*).

The returns show a decrease in the following items:—

Items.	1st Quarter—	
	1892.	1893.
	Kilos.	Kilos.
Nuts	1,499,775	1,322,024
Chestnuts	45,721	22,775
Dried raisins	1,742,516	793,462
Lemons	611,870	278,635
Oranges	33,605,988	31,330,622

(The exports of oranges to France alone shows, however, an increase of from 9,000,000 kilos. in first quarter of 1892 to nearly 13,000,000 kilos. last quarter.)

The following table shows the amount of Spanish wines exported to the United Kingdom and France in the first quarter of 1892 and of the current year:—

Class of Wines.	Destination.	January–March—	
		1892.	1893.
		Hectolitres.	Hectolitres.
Common wines ..	United Kingdom.. ..	25,438	26,014
	France	3,220,051	1,442,658
Sherries	United Kingdom.. ..	20,466	16,960
	France	50,244	6,244
Superior wines ..	United Kingdom.. ..	70	2
	France	7,012	3,166

The value of the wines exported to the two countries is shown in the following table:—

Wines.	Destination.	January–March— 1892.	January–March— 1893.
		£	£
Common wines ..	United Kingdom.. ..	25,438	26,014
	France	3,220,051	1,442,658
Sherries	United Kingdom.. ..	106,420	88,192
	France	261,268	32,468
Superior wines ..	United Kingdom.. ..	252	7
	France	25,240	11,396

The value of the total amount of wines exported to all countries (including the United Kingdom and France) is shown in the next table:—

Class of Wines.	January–March— 1892.	January–March— 1893.
	£	£
Common wines	3,559,920	1,826,524
Sherries	415,296	172,508
Superior wines	29,472	26,332

As a set-off against this general decline, the amount of dried figs and olive oils exported shows an increase, the latter rising from under 4,500,000 kilos. in first quarter of 1892 to nearly 11,500,000 kilos. last quarter.

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FOREIGN OFFICE.

1893.

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No. 1246.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT ON THE

SPANISH ESTIMATES FOR THE YEAR 1893-94.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.

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1893.

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No. 1246.

SPAIN.

MADRID.

Mr. Gosselin to the Earl of Rosebery.

My Lord, *Madrid, May* 25, 1893.

I HAVE the honour to transmit herewith my Report on the Spanish Estimates for the year 1893–94.

I have, &c.

(Signed) MARTIN GOSSELIN.

Report on the Spanish Estimates for the Year 1893–94.

ABSTRACT of Contents.

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The estimates for the financial year 1893–94 were laid on the table of the Lower Chamber by Señor Gamazo, Minister of "Hacienda" (or Finance) on the 10th instant.

Financial reform has been always said to be the chief object of the policy of the Liberal Ministry, which came into office last December. Policy of Liberal Ministry.

They did not aim at mere financial equilibrium; they proclaimed that a substantial surplus was within reach; and that the years of deficits, so long the rule in Spain, could be finally exchanged for an era of plenteous prosperity.

The estimates just laid will enable the public to judge how far the Ministry hope to be able to attain this object.

Estimate of revenue and expenditure, 1893–94.

It is estimated that the receipts and expenditure for 1893–94 will be as follows:—

Description.	Amount.
	£
Receipts	29,539,054
Expenditure	29,488,672
Surplus	50,382

At the outset of his explanatory statement Señor Gamazo enumerated the various economies realised in the budgets of the Ministerial Departments, amounting in all to over 1,360,000*l.*

Departmental economies.

This total saving is divided as follows amongst the several Departments:—

Description.	Amount.
	£
Presidency of the Council of Ministers	64,052
Foreign Office (Ministry of State)	15,370
Ministry of Grace and Justice	128,528
(Partly obtained by the abolition of fees hitherto paid to witnesses and by re-organisation of Provincial Tribunals)	
War Office	271,001
(Obtained, as I have explained in a separate report, by the suppression of the Captaincies-General, and the re-organisation of the army on a territorial basis)	
Admiralty	56,023
Interior (gobernacion)	67,988
Public works, &c. (Fomento)	562,734
Finance (Hacienda)	43,447
Expenditure on Inland Revenue	91,031
Total economies	1,300,174

Savings not immediately operative.

But it should be pointed out that this total saving will not be immediately effected, many of the retiring officials being entitled to pensions, amounting in some cases to four-fifths of their former salaries.

New liabilities.

On the other hand, the Government, in order to avoid the chronic evil of supplementary estimates, has found it necessary to incur certain new liabilities for the service of the Public Debt:—

Description.	Amount.
	£
For the redemption of, and interest on the Tobacco Company's Loan (destined for the service of the Admiralty) ..	273,980
For interest on floating debt already incurred, or to be incurred during the current year	422,000
For interest on compulsory deposits (guaranteeing contracts, &c.)	40,000
For interest on 4 per cent. debt	7,062
Total	743,042
From this increased expenditure on the National Debt should be deducted, as a small set-off, a decreased expenditure on road loans and other items amounting to	18,702
Leaving the actual increased expenditure for the service of the Debt at	724,340

RECAPITULATION.

Description.	Amount.
	£
Deducting from the departmental economies	1,300,174
This increased loan—expenditure	724,340
There remains a net saving of	575,834

Señor Gamazo further hopes to obtain a considerably increased revenue from the land-tax, the industrial property tax (of which further below), and other duties. His Excellency calculates that this increase, together with the proceeds of certain new taxes, will amount to over 1,000,000*l.* Taxation.

The following are the more important of the proposed new sources of revenue :—

1. A tax on carriages calculated to bring in 40,000*l.*

2. A duty on the manufacture and sale of playing-cards, 32,000*l.*

3. A duty on the sale of gunpowder and explosives (on sporting-powder 50 c. per kilo., mining powder 15 c. per kilo., and mixed explosives 30 c. per kilo.), 16,000*l.*

4. The Government expect to receive an additional 30,000*l.* to the revenue (265,000*l.*) now contributed by the provinces of Navarra and the Vascongadas (the collective name for the three Basque provinces of Biscay, Guipuzcoa, and Alava) by enforcing in the former (as they are entitled to do by the law of July 11, 1877) the contributions established for the rest of the kingdom; and by revising the financial arrangements at present existing in the latter provinces.

5. The present consumption tax on wines to be replaced by a wine duty (see below).

6. At a crisis when all, from the Crown downwards, "are co-operating in making sacrifices for the benefit of the Treasury," Señor Gamazo thinks that capitalists should also take their share of the general burden; and for this purpose proposes that 5 per cent. should be deducted from all bonds of the internal redeemable debt drawn for repayment. This proposal may very possibly meet with considerable opposition when the estimates are discussed in the Cortes.

Recapitulation of above.

To resume the above—

Description.	Amount.
	£
The departmental expenditure has been reduced by some ..	1,300,000
A stricter enforcement of existing taxes, and the imposition of new taxes will, it is hoped, bring in	1,060,000
Donation from Her Majesty the Queen Regent	40,000
Outstanding Treasury credits	672,000
Total	3,072,000
Deducting the new charges for the service of the debt ..	724,000
There remains, as compared with last year, a net increase of revenue of	2,348,000

No provision for meeting deficit of 1892–93.

No provision, however, is made in the above scheme for meeting the deficit of the current year (1892–93), the amount of which is not yet known, but which will probably amount to nearly 2,000,000*l.*

Customs.

Another element of uncertainty in Señor Gamazo's calculations is the probable customs revenue; for the first 9 months of the financial year, 1892–93, the customs receipts amounted to 3,428,000*l.*, and at this rate the customs receipts for the whole year should reach 4,498,640*l.*

In view, however, of the enormous amount of wheat imported last year, on account of the bad harvest, "and to the impossibility of at present appreciating the result of the customs reform" (*i.e.*, of knowing whether the high protective tariff of 1892 will pay, even from a Treasury point of view, or not), Señor Gamazo estimates the customs revenue for the last year at only 4,254,720*l.*, a falling-off of nearly 250,000*l.* in the last quarter's return, as compared with the foreign trade returns of the first 9 months.

Though the volume of this trade may be sensibly diminished by the operation of the existing tariff, the protectionists maintain that the Treasury will recoup itself by the increased duties paid on imports; whether this anticipation will be realised can only be known when last year's definite returns are published.

Sources of revenue from which a decreased return is anticipated.

It is estimated that—

(1) The ordinary consumption tax will bring in only 3,000,000*l.*, a decrease of 148,000*l.* on last year's estimates.

(2) That the special consumption tax on brandies and spirits will bring in 200,000*l.*, nearly 120,000*l.* less than last year.

(3) And that the same tax on sugar, whether foreign, colonial, or home-made, will yield 820,000*l.*, a decrease on last year's figures of 80,000*l.*

On the other hand, it is expected that the following monopolies will show an increase as follows:—

	Amount.	Increase.
	£	£
Tobacco monopoly..	3,840,000	100,000*
Matches „	170,000	10,000
Lotteries	1,080,000	120,000

* Nearly.

Summary of budget. Estimated expenditure 1893-94.

The expenditure is divided under the following 15 heads:—

Number.	Description.	Amount.
		£
1	The Royal Family	380,000
	Of which the King's dotation is .. 280,000	
	Queen Isabella's 30,000	
	The Princess of Asturias 20,000	
	King Francis of Assisi 12,000	
	(The remainder being divided between the other Infantas. In view of the straightened circumstances of the Spanish Treasury, the Queen Regent has been pleased to return out of the Civil List a sum of 40,000*l.* as a royal donation)	
2	Legislative Chambers—	
	Officials of the Senate	12,348
	Materials, &c., supplied	12,688
	Officials of the Chamber (Congreso)	20,448
	Materials, &c., supplied	23,476
	Total	68,960
3	Public Debt—	
	Consolidated Debt	6,793,696
	Floating Debt	4,111,372
	Treasury ,, ...	1,457,484
	Obligations from former budgets	6,224
	Total	12,368,776
4	Current charges and arrears	72,688
5	Military and civil pensions, loan establishments, &c...	2,186,000
6	Presidency of the Council of Ministers	23,068
	(Of this sum the Prime Minister, if holding no other office, takes 1,800*l.*)	
7	Department of State (Foreign Office)	183,604
	(Under this chapter are included the Foreign Minister's salary, 1,200*l.*; those of the Under Secretary of State and the Marshal of the Ceremonies (Introductor de Embajadores), who each receive 500*l.*; the diplomatic body, 53,868*l.*; the Consular body, 32,568*l.*; the Tribunal of the Rota, Rome, 6,000*l.*; and the Spanish Church, hospitals, and schools of St. Francis at Jerusalem (Obra pia de Jerusalem), 23,928*l.*)	
8	Ministry of Grace and Justice	2,130,170
	(Nearly four-fifths of the total expenditure of this department, viz., 1,668,200*l.*, is devoted to ecclesiastical charges. The clergy and nuns receive 1,171,660*l.*; and there are further votes for church building, repairs, seminaries, &c.)	

Number.	Description.	Amount.
		£
9	War Office .. .. (Of this total military expenditure, the Central Administration absorbs 143,972*l.*; the Provincial Administration, 375,321*l.*; the Army, 2,793,848*l.*; the Administrative Services, Transport, &c., 1,359,439*l.*; the Civil Guard, 671,112*l.*)	5,354,888
10	Admiralty	900,136
11	Home Office .. .. (Under this vote are included the detective and sanitary police, lazarettos, posts and telegraphs; the last two services cost the State 729,033*l.*)	1,061,792
12	The Fomento, or Public Works Vote, in which, as stated above, a reduction of over 560,000*l.* has been made, still amounts to .. .. (This department, besides managing Obras Publicas, such as roads, waterworks, navigation, light-houses, which altogether absorb 2,214,256*l.*, embraces the vote for public instruction of all grades 447,568*l.*; agriculture, industry and trade (comprising the salaries of the higher council of agriculture, the agronomic and mining services, surveyors of fisheries and mountains, besides minor sums for geography, statistics, weights, and measures)	3,065,812
13	Ministry of Finance	592,699
14	The Revenue Vote .. .. (Including a sum of 586,237*l.* for the carabineers and customs officials)	1,075,850
15	Lastly, there is a vote of .. .. (The amount of the annual grant in aid of the Colony of Fernando Po)	26,500

The estimated receipts for 1893–94, amounting to 29,539,054*l.*, are to be obtained from the following sources:— Estimated receipts, 1893–94.

Number.	Description.	Amount.
		£
1	Direct taxes.. .. .. (Including the donation from the Civil List of 40,000*l.*, and one of 133,760*l.* from the clergy and convent)*	11,656,938
2	Indirect taxes .. .. (Including the sum of 4,254,720*l.* from the customs)	11,270,720
3	Monopolies—tobacco, matches, lotteries, &c. ..	5,197,600
4	State property, mining royalties, sales, &c. ..	914,996
5	Various sources of revenue .. .. .. (Such as military and naval redemption money, sale of official publications, &c.)	498,800
	Total	29,539,054

* A note in the estimates records the hope of the Government that the clergy's donation will be increased this year by 13,760*l.*, as an equivalent to the great sacrifices imposed on other classes of the nation; negotiations have been opened to this effect with the ecclesiastical authorities.

Here again there is a considerable element of uncertainty in the figures presented to the Cortes; for instance, under mining royalties the sum of 90,000*l.* is entered as the probable revenue to be derived from the salt mines of Torrevieja, but I am credibly informed that no bid whatever has yet been made for the lease of these mines.

Collection of Revenue.

Reference has been made above to the increased revenue to be derived from the land and industrial property taxes. The means of collecting effectively the revenue has ever been one of the great difficulties besetting the path of Spanish financiers; the system has been very defective, and the cost out of all proportions to the results obtained.

Señor Gamazo on taking office lost no time in overhauling the organisation of the Inland Revenue Department, and expressed his fixed determination to compel all owners of property, whether rural, urban, or industrial, to pay up what was due from them to the State.

April 1 last was fixed as the term of the delay accorded by the long-suffering Treasury to defaulting proprietors; and notice was given that any deceptions discovered after that date would be punished by severe fines and penalties.

It had long been known that these frauds were general in all parts of Spain; but the defaulters, convinced that the Government was this time in earnest, have prudently determined to conform to the law; and the results already obtained from a stricter enforcement of these taxes passes all expectations.

In the province of Barcelona no less than 5,361 new declarations were made respecting urban property, and 1,215 respecting industrial property:—

In—		Number of Declarations.
Cadiz	Property ..	437
	Industrial ..	62
Huelva	Property ..	179
	Industrial ..	41
Malaga	Rural.. ..	161
	Town.. ..	100
	Industrial ..	114
Murcia	Property ..	572
	Industrial ..	28
Badajoz	Concerning flocks and herds ..	5
	Rural and urban ..	1,612
	Industrial ..	82
Majorca	Town.. ..	8
	Industrial ..	18
Madrid	Town.. ..	2,300
	Industrial ..	2,025
Castallon	Town property	578
Valencia	Town.. ..	1,865
	Industrial ..	341

Nearly all these defaulting property-owners, when presenting these declarations, stated that they would unconditionally accept the valuations made by the revenue officers of their properties.

The above returns, though far from complete, show how widespread and universal were the frauds which have for so long a period impoverished the Spanish Treasury; but even in the provinces named they by no means represent the total amount of peculation almost openly carried on; many declarations having been made since April 1, the term of grace fixed by Señor Gamazo.

Madrid and Barcelona appear to be the worst offenders in this respect, and the headquarters of the system; in the former city over 500 town properties have been discovered paying no tax at all, and some 700 doctors have applied for registration as practitioners, having for years dispensed with that operation and so escaped the registration fees.

Description.	Value.
	£
In Barcelona itself the undeclared town property, "riqueza oculta," was valued at no less than	192,016
The undeclared suburban property at	146,516
„ industrial property at	39,237
Giving a total of	377,769

For the whole country the returns are:—

Description.	Value.
	£
Undeclared urban property	611,557
„ industrial property	274,342

Which together will bring into the Treasury an additional 372,027*l.* per year.

Full returns of the undeclared rural land taxes have not yet been published.

In publishing the above statistics, the "Imparcial" adds:—

"The fact that all these frauds have been carried on for years and years in Madrid under the very eye of the Central Government, gives but a poor idea of our administration and of the patriotism prevalent in the capital, of the notions which obtain there as to the duties of citizenship and of the state of public opinion with regard to such matters."

Señor Gamazo states that the Government, desiring "to maintain and increase the distinction which exists between rural and urban property" will keep in their own hands the sums derived from the town defaulters, and hand over to the local authorities the increased revenue derived from the country defaulters. Hence no mention is made in the estimates of any increase from the latter source.

The Minister of Finance deserves great credit for the stand he is thus making against peculation and fraud; he runs thereby the risk of offending not a few of the principal interests of the kingdom; it remains to be seen whether he will succeed in permanently uprooting a system which has struck such deep roots in every direction. To do so, he must have throughout the country a numerous staff of revenue inspectors on whom reliance can be placed, and this, if non-existent, cannot be created by a stroke of the pen. These estimates, nevertheless, show that a good beginning has been made, and that the Government are alive to the frauds which have for so long a time cast a slur on Spanish administration.

Internal wine duty.

I have also alluded above to the change contemplated in the internal wine duty.

A commission has lately been sitting for the revision of the existing consumption tax on wines; and it is said that they are in favour of levying a tax, not to exceed 5 c. per litre, which would yield a revenue equal to that now received by the Treasury and the local authorities from the unpopular consumption tax. The wine farmers will be consulted as to the exact amount of the proposed tax, and as soon as it is settled what proportion shall be handed over to the local authorities, the consumption duty on wine will be abolished, and wine will henceforth circulate freely throughout the kingdom, except in the provinces of the Vascongadas and Navarra, where a special system of taxation prevails.

It is understood that Señor Gamazo will present a Bill to carry out this arrangement during the present session.

The amount of wine produced in Spain is variously estimated at from 23,000,000 hectolitres to 32,000,000 hectolitres; taking the lower figure, that adopted by the Agricultural Department in 1888, if 5 c. were levied on each litre, the Government would obtain a revenue of 115,000,000 pesetas (4,600,000*l.*). The "Imparcial" adds characteristically: "With only half of this duty, taking into account frauds, no anxiety would be felt respecting a deficit."

In the estimates laid by Señor Gamazo, the consumption duties on all articles excepting brandies and spirits are calculated to amount to 3,000,000*l.*

Will the programme submitted by Señor Gamazo be carried out? Will he, if still in office this time next year, be able to state that the expenditure for 1893–94, has not exceeded the revenue? These are the questions which are anxiously being put by all who have an interest in the well-being of this country. Surpluses, so often announced, have been so seldom realised, that scepticism may be excused until the result is obtained.

Review of former budgets.

In 1886–87, the first year of the young King's reign, instead of the promised surplus of 960,000*l.*, a deficit of 1,200,000*l.* had to be acknowledged. In 1888–89 the surplus of 320,000*l.* was transformed into a deficit of 4,880,000*l.* In 1891–92 there was a deficit of 3,031,600*l.*, while it is anticipated that the accounts of 1892–93 when closed, will show a deficit of nearly 1,880,000*l.*

Since the Restoration of December, 1874, the only Budget which agreeably surprised its authors was that of 1876–77, when a surplus of about 650,000*l.* was realised.

Matters of primary importance to Spanish credit are the paper currency, the consolidation of the floating debt, and the relations of the Treasury with the Bank of Spain; and the only remedy which has as yet been suggested, is the issue of a new internal loan of 30,000,000*l.*, as a 4 per cent. domestic debt, to be raised for the purposes of paying off the debt owing by the Treasury to the Bank, capitalising pensions, and meeting the inevitable deficit for last year (1892–93).

The estimates have not yet been discussed in the Cortes, and may possibly be considerably amended before they are passed. Though Señor Gamazo's scheme is undoubtedly regarded as a step in the right direction, his most sanguine supporters admit that, far from being able to find a large surplus, his Excellency will be fortunate if he escapes the lot of his predecessors and succeeds in seriously diminishing the deficit which has become of late years a chronic factor in Spanish finance.

Señor Gamazo has devoted much time and labour to the preparation of these estimates, which have at least the merit of originality and are clearly inspired with a keen desire to obtain a financial equilibrium. In this operation he strives to obtain the co-operation of all classes of the nation, and so avoid the alternative of a new external loan. The sacrifices demanded on all

sides, and from so many sources are sure to raise a storm of opposition, and this is a danger which will have to be faced when the estimates come up for discussion.

Effect of estimates on the funds.

The Government hoped that the publication of the estimates would have caused an immediate rise in the Spanish funds; the very contrary happened, but the fall was due to the Australian crisis, which unfortunately synchronised with the presentation of the estimates; and it is still confidently anticipated that once this crisis ended, the Spanish funds will rise in value, and so testify to the good effect produced in financial circles abroad by Señor Gamazo's proposals.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CONSULAR DISTRICT OF CADIZ.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1055.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.

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1258.	Tientsin	1d.
1259.	Port Said	1d.
1260.	Hiogo and Osaka	2½d.
1261.	Damascus	1½d.
1262.	Samoa	½d.
1263.	Rio Grande do Sul	2½d.
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Reference to previous Report, Annual Series No. 1055.

SPAIN.

CADIZ.

Consul Henderson to the Earl of Rosebery.

My Lord, *Cadiz, May* 31, 1893.

I HAVE the honour to enclose herewith a Report on the Trade and Commerce of this district for the year 1892.

I have, &c.

(Signed) P. HENDERSON.

Report on the Trade and Commerce of the Consular District of Cadiz for the Year 1892.

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Trade.

There is nothing to report respecting the trade of Cadiz during the year 1892. There seems little prospect that the expiring trade will revive; indeed, were it not for the Spanish Transatlantic Mail Company nursing the port and making it the

terminus for their mail steamers, the place would long ago have become little better than a large fishing village, with a death rate, according to the statistics published in 1889 by Messrs. Macpherson and Segerdahl, of 44·60 per 1,000.

Shipping.

The number of ships under the British flag frequenting the port in 1892 was 257, of a tonnage of 109,089 tons, while in the year preceding 321 ships, of a tonnage of 145,637 tons, entered the port, a diminution in numbers of 64, and in tonnage of 36,548. Knott's cargo steamers have been calling here on their way from the Mediterranean to New York and South America. Some good wine freights may be procured for New York while the Chicago Exhibition is open, but there are many reasons why wine freights for the United States must decline. The adulteration of Spanish wine having become so notorious that it is expected the American legislature will take steps to restrict the introduction of adulterated wine into the United States.

Imports.

The import coal trade calls for little remark, but it has become necessary to warn British merchants and ship-owners to be very careful in their dealings with certain small traders in that article at this port. It is difficult for British merchants resident at Cardiff, Newcastle, and other distant places to measure traders at foreign ports. An impudent attempt is being made by a small trader at this port to saddle British ship-owners with yet another burden, the object being to undersell his rivals in trade. The dues payable on the coal as wharfage or landing charges are now being debited to the account of the ship-owner, and if this attempt is successful, the next attempt will be to charge the ship-owner with the cost of warehousing the coal as well. In a recent charter 1*s.* per ton was the sum agreed on in England as the charge for unloading the coal, whereas the usual price is 2½ r to 3½ r. per ton. There are 4 r. in a peseta, and 29 pesetas in a £ sterling, according to the current rate of exchange. Coal. Dues.

For the information of British ship-owners and ship-masters in general I give a copy of an account presented by a small coal trader to a British ship-master for payment, and by the latter placed in my hands:—

COPY of Original Account produced to Captain ———.

	Amount.
	Pesetas c.
To inward pilotage	85 24
Manifests at custom-house and gratuities to officials ..	37 0
Boat hires	4 0
Postages and telegrams..	13 30
Consul's fees	13 75
Custom-house broker inwards	66 0
Outward pilotage	61 43
Tonnage dues inwards	265 0
Custom-house broker outwards	50 0
Labour, 1,019½ tons	1,529 25
Cranage	180 0
Wharfage	1,035 0
Shovels	20 0
Octroi	6 80
Gratuities to piermaster, &c.	50 0
Attendance	130 0
Total	3,546 77
At 27 pesetas 50 c.	= 128*l.* 19*s.* 5*d.*
Dft.	116*l.* 13*s.* 9*d.*
Total	245*l.* 13*s.* 2*d.*

	Quantity.		Amount.
	Tons.		£ *s.* *d.*
	1,035		
Less 1½ per cent.	15·52		
	1,019·48	At 7*s.* 6*d.* per ton ..	= 382 6 1
Address 2 per cent.	..	..	7 12 11
			374 13 2
Advance	..	..	129 0 0
			245 13 2

On this individual being prosecuted by the solicitors to the Society for the Protection of British Ship-owners, the following account was then substituted for the original claim:—

ACCOUNT handed into Court by the Person Trading under the style of ————————, *re* Steamship ————————

DISBURSEMENTS OF THE STEAMSHIP ———————— C/BR.

	Amount.
	Pesetas c.
Pilotage inwards	85 24
Boat hires	4 0
Telegrams and postages	13 30
Consul's fees	13 75
Pilotage outwards	76 49
Tonnage dues	264 51
Custom-house clearance	100 0
Labour discharging	1,274 37
Crane hire	120 0
Wharfage	992 10
Hire of shovels	20 0
	2,963 76
Agency as per charter party, 5½ per cent.	144 37
Total	3,108 13
At 28 pesetas 50 c.	= 109*l.* 1*s.*

(Signed) ————————————

SETTLEMENT of Freight of Steamship ————————

	Quantity.		Amount.
	Tons.		£ *s.* *d.*
As per B.L.	1,035		
Deduction 1½ per cent. ..	15·57		
	1,019·43	At 7*s.* 6*d.* per ton ..	= 382 6 1
2 per cent. address	..	..	7 12 11
			374 13 2
Advance at Cardiff	..	..	129 0 0
			245 13 2
Expenses at Cadiz	..	..	109 1 0
Balance	..	..	136 12 2

I commend these accounts to the attention of British shipowners, who would save themselves from the unknown quantity of law and entanglements of all sorts were they to stipulate that the coal freight to Cadiz should be payable in England, to accept no charter "to order," and before signing a charter party with an unknown consignee, no matter what his name may be, refer by wire to this Consulate for advice, as has been done in numerous cases during the last year. Caution to shipowners.

Once the coal is landed, the ship-master finds himself at the mercy of the consignees, and, as I have before said, law is always an unknown quantity, as the details and procedure of Spanish law as administered in the Spanish provinces differ very essentially from the procedure in English courts of justice.

Spanish Transatlantic Company's steamers.

In my last year's report I mentioned that the Transatlantic Company were making an experiment in the way of ship-building. The steamer has been launched and is now carrying the mails between Cadiz and Tangier. She is fitted up altogether regardless of cost, and would be much more suitable for a royal yacht than for the ordinary passenger trade between Cadiz and Morocco.

This company has a very fine fleet of transatlantic steamers, and the efficiency and regularity with which the mail service to the East and West Indies is performed does the company great credit. The fleet consists of 30 ships, of a gross tonnage of 85,838 tons. The total annual mileage to the West Indies is 707,190 miles at a speed of 13·40 knots, and to the East Indies 260,534 miles at a speed of 12·5 knots. It need scarcely be said that unless in exceptional circumstances the steamers run the prescribed speed with the greatest ease.

Management of the Company.

The company is managed with great liberality by the Marquis Comillas, and I would commend to the consideration of the great English mail services the liberality with which this company treat their employés. No employé who has lost his health or grown old in the service of the company is discharged without a pension, and the widows and children of officers dying in the service of the company are sufficiently provided for; besides, there are schools, workmen's colleges, a library, theatre, and chapel provided by the company for the use of their employés afloat and on shore.

Private ship-building yard.

The ship-building yard of Messrs. Vea Murgia is nearly in the same position as when I wrote my last report. The gardens and flower beds of this extraordinary establishment have been completed, but much progress is not apparent in the putting together of the much talked of ironclad of 9,000 tons.

Sherr trade.

Mr. Vice-Consul Davies, of Jerez, describes the state of the sherry trade in his report. If any English visitor accepts his invitation to visit the sherry cellars of Jerez, I would advise him not to confine his inspection to the large cellars, as some of the purest wine is to be found in the moderate sized bodegas.

HUELVA.

Mr. Vice-Consul Diaz reports as follows:—

Shipping.

Including coasting trade, 1,242 vessels, with net register tonnage of 668,381 tons, entered this harbour during the past

year. These figures do not include the 800 (more or less) small Spanish sailing vessels, fishing boats, faluchos, &c., which were included in the report of 1891.

Of these 1,242 vessels, 601 were British, with 471,309 tons; 302 Spanish, with 150,000 tons; 56 German, with 16,800 tons; 40 French, with 12,320 tons; 23 Swedish and Norwegian, with 12,849 tons; without counting the 210 Portuguese, nearly all fishing boats, the rest were as follows:—4 American sailing ships, 2 Italian sailing ships, 1 Danish sailing ship, 2 Austrian and 1 Russian steamers.

It will be seen from the tables of shipping that British ships form more than one half of the total, for the 210 Portuguese vessels which figure in the table are small vessels of from 3 to 10 tons, which do the trade in fish from Villa Real, Ayamonte, and Isla Cristina.

The British tonnage occupied in the Huelva trade is rather more than two-thirds of the whole; 104 ships brought cargoes from Great Britain consisting almost entirely of coals, coke, iron, and steel, and mining stores and machinery of all kinds. Only 3 more brought cargoes: 2 from Sweden and 1 from the United States with timber. Of the 484 which arrived in ballast, 144 came from Gibraltar, 134 from Spanish ports, 61 from Portugal, 77 from Italy, 31 from Algiers, and 25 from France.

Of the 601 British vessels entered, 423 were cleared for the United Kingdom and 174 for other countries, the principal being 43 to France, 55 to Holland, 19 to Germany, and 42 to the United States.

Deducting 11 cleared in ballast, the remaining 586, almost without exception, took cargoes of mineral. There were only 11 sailing vessels during the year, and the steamers, whilst not falling off in number, show a tendency to increase in tonnage, especially those for America. The German steamers which come here are nearly all regular boats which trade between North Germany and the Portuguese and Spanish coasts, calling here for ore and what light cargo may be offering.

The Swedish and Norwegian vessels come principally from France with empty casks to load wine, but owing to the stoppage of the wine trade with France a number of them have loaded all mineral for Great Britain, France, and Russia.

The Spanish steamers are those of the regular lines trading to all the ports between Bordeaux and Marseilles, excepting those on the Portuguese coast.

Imports.

The principal imports were coal and coke, iron and steel, timber, fresh and dried fish, grain, and beans. Of these imports by far the greater part comes from Great Britain, as can be seen by the annexed table as follows:—79,342,174 kilos. of coals, 12,858,914 kilos. of coke, 29,488,893 kilos. of pig iron, 16,671 kilos. of tin, all from Great Britain.

Of pitch and tar were imported 3,501,359 kilos. from Great Britain, against 4,075 kilos. from Germany; of manufactured iron 2,987,439 kilos., against 147,119 kilos. from France, 7,806 kilos. from Germany, 186,559 kilos. from Belgium, 22,235 kilos. from Sweden; of cement 1,089,078 kilos., against 177,095 kilos. from France; of bricks and tiles 321,991 kilos., against 26,132 kilos. from France.

In the importation of timber, Great Britain naturally does not take the first place, having sent 1,138 cubic metres, against 5,639 cubic metres from Sweden, 329 cubic metres from Norway, 803 cubic metres from Russia, and 4,730 cubic metres from the United States.

The fresh fish, weighing 302,030 kilos., all came from Portugal, and of the dried and salt fish less than a ton came from Great Britain, against 20,645 kilos. from France, 176,005 kilos. from Norway, and 2,038 kilos. from Ceuta. Of grain, Great Britain supplied less than 3 tons, the remainder being distributed as follows:—19,160 kilos. from France, 292,203 kilos. from Russia, 137,487 kilos. from Morrocco, 93,687 kilos. from Algiers, and 68,549 kilos. from British India. Morrocco also sent 410,700 kilos. of beans, and Algiers, 56,346 kilos.

Dried fruits were imported to the extent of 3,962 kilos. from Great Britain, 2,500 kilos. from Egypt, and 14,179 kilos. from Persia. Of pepper, 1,659 kilos. came from Great Britain, and 2,112 kilos. from British India; and of cloves, 1,792 kilos. were from Great Britain, and 1,732 kilos. from British India.

Rope and yarn were brought from Great Britain weighing 19,429 kilos. against 2,807 kilos. from France and Germany.

Exports.

The two principal exports from this province are ores and wine. Of the former, Great Britain takes the largest quantity, and of the latter, France.

542,591,000 kilos. of pyrites went to Great Britain, 56,403,000 kilos. to France, 73,120,000 kilos. to Germany, 108,108,195 kilos. to Holland, 99,296,700 kilos. to the United States, whilst Belgium, Austria, and Russia took 8,500,000 kilos., 1,500,000 kilos., and 4,750,000 kilos. respectively.

Besides these quantities of ore there were exported 33,260,000 kilos. of cascara or precipitate of copper (containing 60 per cent. to 95 per cent. of copper), to Great Britain, 279,000 kilos. to France, and 167,360 kilos. to Germany; also of regulus (30 per cent. to 40 per cent. of copper), 12,643,000 kilos. to Great Britain. Of the pyrites sent to Holland, I understand that a large quantity is transhipped to the German works on the Rhine and in the interior. The pig lead shipped from Huelva to Great Britain is not from this province but from the Linares mines, and it amounted to 2,000,000 kilos. To Portugal were exported 10,000 kilos. of antimony ore, 104,100 kilos. went to Great Britain, and 500 kilos. to Holland.

Manganese was shipped to the extent of 721,000 kilos. to Great Britain, 700,000 kilos. to France, and 2,500,000 kilos. to Germany.

Quicksilver weighing 1,025,000 tons, from the well-known Almaden mines, was exported through this port.

Argentiferous galena, to the extent of 585,660 kilos., was exported to Great Britain.

The exportation of wine to France has fallen off very much on account of the French prohibitive tariff, and only reached 19,064,000 litres. Great Britain took 65,000 litres; Germany, 203,000 litres; Holland, 13,750 litres; and Belgium, 11,444 litres. The manufacture of brandy is a comparatively new industry here and does not show any large exportation as yet. The other articles of export are wine-lees, nuts, fruit, cork, fish, wool, and oil, but they are not very important. Great Britain, as usual, takes the larger proportion.

Railways.

Of the broad gauge railways there are at present two in this province, that from Seville to Huelva, 110 kiloms., opened in 1880, and running four passenger trains daily, and that from Zafra to Huelva, opened in 1886, running eight passenger trains daily.

Of narrow gauge railways there are six, principally for the transport of ore from the mountains to the coast. In order of seniority they are as follows:—

From the Tharsis Mines to Huelva, 47 kiloms., opened in 1868. On this line, besides the mineral traffic, are also run two public passenger trains daily, each way.

From San Juan del Puerto to Valverde and Zalamea, 50 kiloms., opened in 1868 (originally to Valverde and the Buitrom mines). Besides bringing down the ore from the mines in which the Company is interested, this line does public transport of all goods, passengers, and mails, and runs four passenger trains daily.

From the Rio Tinto mines to Huelva, 84 kiloms., opened in 1875, private line for the transport of the Company's minerals and stores only. There are passenger coaches put on to certain trains, but these are for the Company's employés travelling backwards and forwards. The Company's private and business friends are also granted tickets to travel by these trains, but without charge.

From Tharsis to La Zarza, 27 kiloms., opened in 1887, a private line for the transport of mineral from the Tharsis Company's Calañas mines to the Tharsis and Huelva line for shipment at Huelva.

A branch line from the San Juan del Puerto to Zalamea Railway to the Sotiel Coronada Mine, 10 kiloms., opened in 1887, for the transport of the ores of the said mine to San Juan del Puerto for shipment.

From Cabeza del Pasto Mine to the shipping place of La Laja on the River Guadiana, 15½ kiloms., opened in 1891, for the transport of ores from said mines.

Railways in project.

From the Tharsis Railway passing through Paimogo to Portugal, 50 kiloms.

From Gibraleon to Ayamonte, 60 kiloms.

There is another railway in project which, although not in this province, is so closely connected with it that it deserves mention here. This line will run from Belmez coal field to some point in the more northerly part of the Zafra and Huelva line to bring coals at a moderate rate to Huelva, where it is proposed to erect works for the treatment of the ores of the province, particular importance being attached to the manufacture of pig-iron from the immense deposits of rich iron ore which are found covering the deposits of copper pyrites.

Mining industry.

When the enormous mineral deposits of the province of Huelva included in the metalliferous zone which stretches in mountain ranges of varying altitude, from the River Guadalquivir to Setubal, on the coast of Portugal, were first worked is not known for certain, but it is thought that although the Phœnicians are the earliest people who have left indisputable traces of their mining operations, the mines were probably worked to some extent by the Iberians, before the arrival of the Merchants of Tyre. The ancient slag from the smelting ovens shows two different methods of working. The older, left by the Phœnicians, is spread out into low heaps of large extent, rough and badly smelted, containing up to 2½ per cent. of copper, while the Roman slag, deposited in high heaps, shows that the smelters had thought for its more convenient removal and deposit, and it differs from the older slag in the regularity of its composition and in its being perfectly smelted ; it only contains about ½ per cent. of copper.

The Carthaginian Wars apparently paralysed the mining industry of this district, but it received a new impulse from the Romans who worked the mines until the fifth century A.D.

The invasion of the Goths put an end to the mining industry of this province, nor are there any signs whatever of the mines having been worked under the Moorish dominion.

The revival of mining operations in this district appears to have been from about 1560 to 1650, during which time a great number of mines were denounced and registered, but with the curious coincidence of being generally registered as containing gold, silver, copper, and other metals.

In 1725 a company was formed for working the Rio Tinto mines, which some years later appears to have been in a flourishing condition, but falling into the hands of the Government it appears to have been greatly hindered in its operations through politics. The beginning of the present great mining industry dates from 1853, when Tharsis and Calañas (the third largest mine in the province) were registered. A company was formed to explore them and clean the old workings, but

the cholera of 1854 put a stop to the work and the company was dissolved. Another company was formed in 1855 with a capital of 6,000,000 fr., and two years later there were 2,500 men working at Tharsis, and as many as 50 ships waiting for ore at one time in the port of Huelva. In 1862, Tharsis was capable of producing 8,000 tons to 9,000 tons of ore per month, and had works erected capable of treating from 5,000 tons to 6,000 tons monthly.

Contemporaneously a large number of the mines were registered and began working. From 1859–62 some large and important mines were already being worked, such as Azualcollar, Buitrom, and Lagumazo.

At this time they had to contend with a fall in the price of copper, and the heavy customs duty on the pig iron used for making the precipitate of copper.

The large mine Santo Domingo, in the same zone, but in Portugal, not being hampered by duties, and having constructed a railway to the shipping place of La Laja in the River Guadiana, had raised its extraction to 5,000 tons annually.

The next forward movement was the conversion of the French Tharsis Company into a strong company, with its head office in Glasgow, and the construction of a railway to Huelva and shipping pier, in 1867–68, and the purchase of the Rio Tinto mines by an English company, who constructed a railway to this port (53 miles), also a shipping pier in 1873–74. These companies have reached a yearly production of about 500,000 tons and 1,500,000 tons respectively. With the other mines the total production of this province will probably be nearly 2,600,000 tons of pyrites.

The manganese mines are very numerous and the quality very good, but there is not a brisk demand for it. North of the copper zone are two zones of ores containing silver. The more southerly zone contains silver, and antimony mines with veins from $\frac{1}{2}$ a metre to $\frac{3}{4}$ of a metre wide and 60 ozs. to 150 ozs. of silver to the ton. North of these the mines are silver-lead, containing 30 ozs. to 150 ozs. of silver and 45 per cent. to 65 per cent. lead.

These ores have not yet been shipped to any great extent. There are also mines of antimony without silver, containing 50 per cent. to 55 per cent. of antimony, clean and easily wrought.

Agriculture.

The harvest of grain and beans was poor, and the vines unfortunately began to be attacked by mildew, which has spread generally, and this, together with the stoppage of the export to France, makes a very bad prospect for the next season.

RETURN of all Shipping at the Port of Huelva during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	11	2,210	590	469,090	601	471,309
Spanish	...	...	302	150,000	302	150,000
German	...	...	56	16,800	56	16,800
French	...	...	40	12,320	40	12,320
Norwegian and Swedish	2	633	21	12,216	23	12,849
American	...	...	4	2,000	4	2,000
Portuguese... ...	210	1,050	...	...	210	1,050
Italian	2	758	...	...	2	758
Danish	1	135	...	...	1	135
Austrian	...	...	2	860	2	860
Russian ...	...	...	1	300	1	300
Total	226	4,786	1,016	663,595	1,242	668,381

RETURN of British Shipping at the Port of Huelva in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
114	144	258	73,599	107,776	181,375	4,400	...	422	1	423	306,245	211	306,456	7,498	...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	...	134	134	...	93,640	93,640	2,328	...	Spain	...	7	7	...	5,651	5,651	129	...
Portugal	...	61	61	...	46,175	46,175	1,108	...	Portugal	...	2	2	...	1,532	1,532	37	...
France	...	25	25	...	25,453	25,453	525	...	France	43	...	43	29,998	...	29,998	742	...
Italy	...	77	77	...	81,284	81,284	1,582	...	Germany	19	...	19	14,907	...	14,907	337	...
Algiers	...	31	31	...	25,646	25,646	572	...	Algiers	...	1	1	...	946	946	19	...
Holland	...	3	3	...	2,658	2,658	61	...	Holland	55	...	55	50,843	...	50,843	988	...
Sweden	2	...	2	2,088	...	2,088	39	...	Sweden	1	...	1	693	...	693	18	...
Greece	...	1	1	...	1,223	1,223	22	...	Denmark	1	...	1	650	...	650	17	...
Egypt	...	1	1	...	1,673	1,673	26	...	Belgium	1	...	1	821	...	821	18	...
Senegambia ...	...	1	1	...	480	480	15	...	Russia	1	...	1	1,211	...	1,211	22	...
Azores	...	3	3	...	3,316	3,316	64	...	Austria	1	...	1	559	...	559	16	...
Canary Islands ...	...	3	3	...	2,465	2,465	54	...	United States ...	42	...	42	49,334	...	49,334	897	...
United States ...	1	...	1	1,158	...	1,158	23	...									
Total	3	340	343	3,246	284,013	287,259	6,419	...	Total	164	10	174	149,016	8,129	157,145	3,240	...

RETURN of the Principal Articles of Import into the Port of Huelva from the following Countries during the Year 1892.

Articles.		Great Britain.	France.	Germany.	Holland.	Austria.	Sweden.	Norway.	Denmark.	Russia.	Switzerland.
Guano	Kilos.	151,622	8,600	211,660	...	...	...	...	...	...	...
Horsehair	,,	286	...	...	...	...	...	...	...	...	...
Timber	Cub. meters	1,138	...	...	...	...	5,639	329	...	803	...
Wood, in various manufactures	,,	21,007	10,791	1,318	...	2,446	...	...	...	...	19
Beer and cider	Litres	70,711	108	11,855	11,496	...	4,830	...	1,068	...	...
Spirits	,,	11,492	844	83,653	43,030	...	...	...	...	...	...
Wine	,,	105	20,430	86	...	...	...	...	...	...	...
Mineral water	Kilos.	105	330	2,232	...	...	...	...	...	...	...
Butter	,,	527	476	328	...	...	...	...	545	...	...
Ham, bacon, and lard	,,	5,389	...	...	...	...	...	...	...	...	...
Tinned provisions	,,	2,030	1,411	1,387	...	...	...	...	...	...	...
Fresh fish	,,	730	...	...	...	...	...	...	...	...	...
Salt fish	,,	730	20,645	51	...	...	...	116,055	...	...	...
Shellfish	,,	...	...	...	...	...	...	...	...	...	...
Cheese	,,	164	104	...	2,143	...	...	...	...	...	334
Rice	,,	283	...	...	...	...	...	...	...	...	...
Flour	,,	1,925	2,842	70	...	...	...	...	...	...	...
Grain	,,	2,336	19,160	...	...	...	...	...	...	202 203	...
Beans	,,	...	...	...	...	...	...	...	...	...	...
Dried fruit	,,	3,962	...	...	...	...	...	...	...	...	...
Sugar	,,	2,189	2,113	...	...	...	...	...	...	...	...
Preserves	,,	1,666	223	...	...	...	...	...	...	...	..
Tea	,,	462	...	...	...	...	...	...	...	...	...
Macaroni, vermicelli (Italian paste)	,,	447	...	...	...	...	...	...	...	...	...
Dried vegetables	,,	451	4,700	129	...	...	...	...	...	...	...
Pepper	,,	1,659	...	...	...	...	...	...	...	...	...

RETURN of the Principal Articles of Import into the Port of Huelva from the following Countries during the Year 1892—continued.

Articles.		Portugal.	Morocco.	Algiers.	Canary Islands.	Porto Rico.	United States.	Egypt.	Persia.	British India.	Philippine Islands.	Ceuta.
Guano	Kilos.	...	...	...	...	...	...	...	...	...	...	...
Horsehair	,,	...	...	...	...	...	...	...	...	...	...	...
Timber	Cub. metres	...	...	...	...	...	4,730	...	...	...	...	...
Wood, in various manufactures	,,	142	...	...	...	..	...	...	...	...	...	...
Beer and cider	Litres	...	...	...	...	...	...	...	...	...	...	...
Spirits	,,	...	...	...	...	...	...	...	...	...	...	...
Wine	,,	50	...	...	...	...	...	...	...	...	...	...
Mineral water	Kilos.	...	...	...	...	...	...	...	...	...	...	...
Butter	,,	...	...	...	...	...	...	...	...	...	...	...
Ham, bacon, and lard	,,	...	...	...	...	...	1,005	...	...	...	...	...
Tinned provisions	,,	...	...	...	...	...	...	...	...	...	...	...
Fresh fish	,,	302,032	...	...	...	...	...	...	...	...	...	...
Salt fish	,,	...	...	...	...	...	...	...	...	...	...	2,338
Shell-fish	,,	1,100	...	...	...	...	...	...	...	...	...	...
Cheese	,,	...	...	...	...	...	...	...	...	..	...	..
Rice	,,	...	...	...	...	...	...	...	...	...	...	...
Flour	,,	...	...	...	...	...	...	...	...	...	...	...
Grain	,,	...	137,847	93,687	...	...	...	...	...	68,549	...	...
Beans	,,	...	410,700	56,346	...	...	...	...	...	...	...	...
Dried fruit	,,	...	...	...	...	...	...	2,500	14,179	...	...	...
Sugar	,,	...	...	...	2,600	18,847	...	...	...	...	35,154	...
Preserves	,,	...	...	...	...	...	...	...	...	...	...	..
Tea	,,	...	...	...	...	...	...	...	...	...	...	...
Macaroni, vermicelli (Italian paste)	,,	...	...	...	...	...	...	...	...	...	...	..
Dried vegetables	,,	...	...	...	...	...	...	...	...	...	...	...
Pepper	,,	...	...	...	...	...	...	...	...	2,112	...	..

RETURN of the Principal Articles of Import into the Port of Huelva from the following Countries during the Year 1892—continued.

Articles.	Great Britain.	France.	Germany.	Austria.	Belgium.	Switzerland.	Italy.	Portugal.	Morocco.	Algiers.	Porto Rico.	British India.	Japan.	Philippine Islands.
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Cloves	1,729	...	...	...	...	...	...	...	...	...	...	1,732	...	...
Coffee	...	...	...	...	...	...	...	...	...	...	42,776	...	...	14,928
Starch	4,985	...	10,840	...	22,663	...	...	...	...	...	...	...	...	...
Soap	1,322	...	...	...	...	...	...	...	...	...	...	...	...	...
Candles	1,757	...	...	...	...	...	...	...	...	...	...	...	...	...
Dry goods	5,793	281	469	...	...	104	...	...	...	...	...	...	...	...
Earthenware	1,087	...	762	184	...	...	...	...	...	...	...	...	...	...
China	334	2,251	...	...	...	...	...	...	...	...	...	...	...	...
Toys	322	15	118	256	...	...	...	...	...	...	...	...	...	...
Wicks	514	...	75	...	...	...	...	...	...	...	...	...	...	...
Glass and glassware	4,189	1,003	1,169	833	...	...	...	...	...	...	...	...	...	...
Rope and yarn	19,429	525	2,282	...	...	...	...	...	...	...	...	...	...	...
Paper	5,961	228	714	34	...	...	...	...	...	...	...	...	98	...
Perfumery	281	209	146	...	...	...	...	...	...	...	...	...	...	...
Albumen	98	85	60	...	...	...	...	...	...	...	...	...	...	...
Feathers	286	...	...	...	...	...	...	...	...	...	...	...	...	...
Linoleum	1,048	...	...	...	...	...	...	...	...	...	...	...	...	...
Hay	2,113	...	...	...	...	...	...	...	...	...	...	...	...	...
Sulphur	...	5,000	...	...	...	...	5,000	...	...	...	...	...	...	...
Cork	...	...	...	...	...	...	...	13,925	...	40,600	...	...	...	...
Eggs	...	...	...	...	...	...	...	1,700	660	...	...	...	...	...
Stone	...	...	...	...	...	...	...	11,000	...	...	...	...	...	...
Cartridges	...	...	568	...	...	...	...	...	...	...	...	...	...	...
Flax	...	2,110	...	...	...	...	...	...	...	...	...	...	...	...

RETURN of the Principal Articles of Import into the Port of Huelva from the following Countries during the Year 1892—continued.

Articles.	Great Britain.	France.	Germany.	Holland.	Austria.	Belgium.	Sweden.	Russia.	Portugal.	Algiers.	United States.
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Coal	79,342,174	...	...	...	...	...	...	...	...	...	...
Coke	12,858,914	...	...	...	...	...	...	...	...	...	...
Pitch and tar	3,501,359	...	4,075	...	...	...	...	...	...	...	...
Pig-iron	29,488,893	...	...	...	...	...	...	...	...	...	...
Iron and steel, in various manufactures	2,987,439	147,119	7,805	...	...	186,559	22,235	...	...	135	...
,, machinery	138,408	29,252	672	...	...	...	544	...	...	...	12,086
,, sewing machines ...	201	...	...	...	...	...	...	...	32	...	427
Tin, in ingots	16,671	...	...	...	...	...	...	...	...	...	...
Copper, in ingots	1,768	...	...	...	...	...	...	...	...	...	...
,, manufactured	34,446	27,311	627	...	...	...	...	...	...	...	...
Tin-plate	13,440	67	...	...	...	...	...	...	...	...	...
Hardware	5,077	404	4,290	...	312	...	...	...	...	...	1,000
White metal, babbits, and similar metals	14,322	...	...	...	...	...	...	...	...	...	...
Zinc	1,078	54	25	...	...	...	...	...	...	...	...
Cement	1,089,078	177,098	...	...	...	...	...	...	...	...	...
Bricks and tiles	321,991	26,132	...	40	...	...	...	...	...	...	...
Mineral oil	136,775	114,961	...	...	...	...	...	4,675	...	...	28,701
Vegetable oil	7,043	1,413	...	...	...	...	...	...	...	...	...
Varnish	2,378	...	...	...	...	...	...	...	...	...	...
Paints	10,927	1,819	...	...	...	...	...	...	...	...	...
Grease	16,803	...	...	...	...	...	...	...	...	...	...
Chemicals	196,117	10,356	...	...	...	...	...	...	...	...	...
Dyes	1,645	...	...	...	...	...	...	...	...	...	...
Drugs	753	...	...	...	...	...	...	...	...	...	19
Cotton waste	63,219	...	...	...	...	...	...	...	...	...	...
Indiarubber	3,820	244	195	...	...	...	...	...	...	...	...
Leather	2,463	...	263	...	...	...	...	...	...	...	...

RETURN of the Principal Articles of Export from the Port of Huelva to the following Countries during the Year 1892.

Articles.		Great Britain.	France.	Germany.	Holland.	Belgium.	Italy.	Austria.	Russia.	Portugal.	Ceuta.	United States.
Pyrites	Kilos.	542,590,932	56,403,650	73,120,871	108,108,195	8,519,760	...	1,400,000	4,733,710	...	...	99,296,701
Cascara	,,	33,260,603	279,000	167,361	...	...	...	...	...	...	...	...
Regulus	,,	12,643,194	...	...	...	...	...	...	...	...	...	...
Copper ingots	,,	...	...	89,020	...	...	...	...	...	...	...	...
Lead	,,	2,000,000	...	...	...	...	...	...	...	10,000	...	...
Antimony	,,	104,100	...	...	500	...	...	...	...	...	...	...
Manganese	,,	7,210,000	700,000	2,500,000	...	...	...	...	...	...	...	...
Quicksilver	,,	1,025,000	...	...	...	...	...	...	...	...	...	...
Galena, argent.	,,	585,660	...	...	...	...	...	...	...	...	...	...
,, non-argent.	,,	10,000	...	...	10,000	...	...	...	...	...	...	...
Wine	Litres	65,604	19,063,565	203,650	13,757	11,444	...	...	...	...	...	...
Brandy	,,	...	11,000	6,500	...	...	...	...	...	...	...	...
Vinegar	,,	...	500	...	...	...	...	...	...	...	2,960	...
Wine-lees	,,	19,024	310,435	32,000	1,700	...	...	...	...	...	...	...
Chestnuts	Kilos.	44,643	...	...	...	...	...	...	...	...	...	...
Figs	,,	37,538	...	24,725	...	...	...	...	...	...	...	...
Oranges	,,	27,995	...	...	...	...	...	...	...	...	...	...
Cork	,,	50,960	...	...	...	...	...	...	...	...	...	...
Corks	,,	85,400	...	28,500	...	1,500	...	...	...	...	...	...
Sardines, salt	,,	2,645	...	...	1,625	...	...	...	...	...	...	...
Tinned fish	,,	...	...	6,739	...	...	...	...	...	...	...	...
Fish oil	,,	4,000	...	...	...	...	8,500	...	...	...	...	...
Wood	,,	7,303	1,400	...	...	...	...	...	...	...	...	...
Olive oil	,,	...	21,186	...	...	...	...	...	...	...	...	...
Palmetto	,,	...	...	...	...	...	...	...	...	31,700	...	...

SEVILLE.

Mr. Vice-Consul Johnston reports as follows:—

Trade and Commerce.

The annexed Returns B and C show that the exports and imports in 1892 have both decreased in value as compared with 1891, though the latter have increased in quantity. Decrease in exports and imports.

Exports.

The value of the total exports have decreased by the large sum of 154,572*l.*; that of those to Great Britain has, on the other hand, increased by some 3,000*l.* The articles of export have varied considerably, thus copper pyrites, lead ore, lead, and quicksilver have diminished largely, but this has been more than counterbalanced by the increase in the export of oranges, olives, and olive oil. In this last article there will be a very large increase again this year, as with the failure of the Italian crop Andalucia has practically to supply the world with olive oil in 1893, and luckily has a large crop with which to do so. Increase to Great Britain. Olive oil.

One article alone will account for the decrease of over 70,000*l.* in the export to France, and that is wine. Since the rise in the duties in France on February 1, 1892, the export of cheap wine has been practically nil. Decrease in the exports to France. Wine.

Imports.

It will be observed that the value of the total imports has decreased by 66,423*l.*, which is a much smaller decrease than I anticipated, as the result of the new Protectionist tariff. It is, however, hardly fair to judge its effects in 1892, as it did not come fairly into force until July 1, and during the months of April, May, and June the imports were very large.

The imports from France have greatly diminished, because her treaty with Spain terminated on February 1, 1892, and in many articles up to July 1 she was at disadvantage, compared with Great Britain, Germany, and Belgium. Decrease in imports from France.

It should also be observed that Spain this autumn instead of exporting has had to import wheat, and this article alone swells the value of the imports by 81,550*l.* Wheat.

There is another import, also not annual, viz., two iron steamships for the lines running between here and Marseilles, their value amounting to 47,000*l.* Steamships.

Shipping and Navigation.

Annex A shows a decrease in the number and tonnage of the vessels that have entered this port in 1892. Decrease in number of vessels.

British vessels.

As regards British vessels there is a decrease of nine in the number that have entered, but of only 4,571 tons in their register.

Damage to quay.

In my report for 1891, written in February, 1892, I state that after a recent inundation a crack was observed along part of the quay, running parallel with the river, and that it was feared the front wall was damaged. Unfortunately, another and more serious inundation occurred in March, 1892, when the river reached a height of nearly 32 feet above its ordinary level and when it subsided sufficiently to leave the quay uncovered it was found that some 100 yards of the wall had fallen in. None of this has been rebuilt yet for want of funds.

State of river.

I regret, also, that I cannot chronicle any improvement in the general condition of the river, but rather the reverse, as the maximum safe draught of a vessel to get up to Seville has diminished from 16 feet to 15½ feet.

Agriculture.

Failure of grain crops.

The year 1892 was a most disastrous one for the farmers here. A great many, and especially those whose lands lie in the valley of the Guadalquivir, sowed them twice, and, in some cases, three times, with wheat or barley, but all to no avail, as the wet weather and oft repeated inundations between January and March completely rotted the sprouting grain. The consequence is that wheat has had to be imported in considerable quantity, notwithstanding a duty of 8 pesetas per 100 kilos. and an exchange of fully 16 per cent. premium.

Barley.

Though scarce, the price of barley has kept comparatively low on account of there being ample autumn and winter pasturage.

Olive oil.

As mentioned previously, the crop of olive oil has been large, and this fact has saved several farmers and proprietors from the Bankruptcy Court.

General Remarks.

In several of my previous annual reports I have written on the subject of the important iron mines belonging to the Pedroso Company in the district of the same name and about 50 miles from here, and I am glad to be able to say now, that the one really valuable mine of the Company has just been sold to a well known Scotch firm.

Annex A.—Return of all Shipping at the Port of Seville during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	7	1,112	96	64,873	83	65,995
Spanish	594	14,280	329	154,858	923	169,138
German	...	...	19	14,062	19	14,062
Norwegian	6	1,776	17	8,952	23	10,728
Swedish	16	5,294	4	2,837	20	8,131
Russian	16	6,373	...	...	16	6,373
Italian	12	4,531	4	1,642	16	6,173
Belgian	...	...	2	2,833	2	2,833
Other countries ...	4	1,501	6	4,172	10	5,673
Total	655	34,877	457	254,229	1,112	289,106
,, for the year preceding ...	754	48,621	516	272,356	1,270	320,977

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	6	912	75	63,677	81	64,589
Spanish	602	14,990	332	155,942	934	170,932
German	...	...	20	14,497	20	14,497
Norwegian	7	2,161	17	8,952	24	11,113
Swedish	17	5,794	4	2,837	21	8,631
Russian	16	6,373	...	...	16	6,373
Italian	12	4,531	4	1,642	16	6,173
Belgian	...	...	2	2,833	2	2,833
Other countries ...	4	1,501	6	4,172	10	5,673
Total	664	36,262	460	254,552	1,124	290,814
,, for the year preceding ...	741	46,805	509	264,078	1,250	310,883

Annex B.—Return of Principal Articles of Export from Seville during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Copper pyrites.. ..	17,846	35,692	21,100	42,200
,, precipitate ..	428	12,840	362	10,860
Lead ore	7,906	79,060	13,746	151,206
Lead	7,829	85,019	10,270	123,240
Corkwood	1,042	31,260	743	22,290
Corks	407	20,350	454	22,700
Oranges..	7,852	62,816	5,362	42,896
Olives	2,018	80,720	1,046	41,840
Olive oil	718	25,130	77	2,695
Wine	1,045	10,324	10,223	83,303
Quicksilver	910	182,000	1,148	229,600
Other articles	2,683	30,514	2,687	37,467
Total	50,684	655,725	67,218	810,297

RETURN of Principal Articles of Import to Seville during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Petroleum and oil ..	6,996	69,960	8,510	85,100
Wrought iron and steel	3,251	32,510	3,277	32,770
Spirits	73	2,190	2,332	34,980
Fish	1,798	35,960	1,783	35,600
Coal, coke, and pitch ..	66,900	66,900	47,636	47,636
Glass	351	10,530	471	14,130
Drugs and chemicals ..	6,852	102,780	11,365	178,964
Timber	22,756	227,560	17,143	171,430
Machinery .. .	1,921	76,840	1,589	63,560
Yarn	697	34,850	1,175	58,750
Tin-plate	967	24,175	622	15,550
Furniture	113	11,300	155	15,500
Haberdashery	385	30,800	528	42,240
Linens, buttons, and woollens	322	64,400	461	92,200
Wheat	8,155	81,550	..	..
Steamships	2,400	67,000	..	..
Other articles	13,608	108,872	23,199	206,130
Total	137,545	1,028,177	120,246	1,094,600

Annex C.—TABLE showing the Total Value of all Articles Exported from Seville and Imported to Seville to and from Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	434,642	431,329	371,686	315,459
France	81,095	156,231	155,866	291,299
Other European countries	100,700	174,552	422,205	394,042
Other countries ..	39,288	48,185	78,420	93,800
Total	655,725	810,297	1,028,177	1,094,600

JEREZ.

Mr. Vice-Consul Davies reports as follows:—

Vintage. The vintage of 1892 has not been a plentiful one, the yield being computed about 25 per cent. less than that of 1891.

The quality, which has not come up to expectation, may

generally be qualified as inferior, and a considerable portion of the crop has been used for distilling purposes.

Exports.

The shipments of sherry from Cadiz to all parts of the world amounted to 5,505,280 gallons, as compared with 7,004,800 gallons in 1891. Export trade.

Great Britain was responsible for 2,268,775 gallons, a trifling decrease on the quantity imported in the previous year.

In spite of this, the fact that duty was paid on some 180,000 gallons less points only too clearly that the consumption of sherry in the United Kingdom is gradually diminishing.

It is beyond dispute that at no time in the annals of the trade has better quality been shipping than at present, but the British public, who have until now been the chief consumer of the better grades, appear slow to appreciate the advantages offered them.

It is a continual cause of complaint among shippers that of the large number of Englishmen who annually visit Seville, so small a portion should come down to Jerez. Sherry.

A journey of a little over a couple of hours to visit some of the large cellars where every kind of sherry, from priceless old Soleras to the last year's must, are stored is well worth making. Were the consumers to become better acquainted with what it is possible to obtain, it is probable that the taste for this wine would be revived.

The hospitality of the Jerez merchants is proverbial, and the hotels which, some years ago, left much to be desired, are to-day greatly improved.

CORDOBA.

The Acting Vice-Consul reports as follows :—

The province of Cordoba has been spared the phylloxera which has so devastated other wine-growing districts. The cultivation has been about the same as last year, the grape of good quality and giving plenty of mosto, the greater part of which has been, as usual, for export.

The olive crop was not up to its general average, being in parts very poor indeed. This year, however, there is an abundant harvest, the olive of good quality, and it will be in general a good year for olive growers. Oil.

There are over 60,000 acres of the Bilter orange under cultivation, the mild winter experienced here having highly favoured the production of both the sweet and the bitter fruit, and consequently there has been an abundance of this produce. Oranges.

In the Belmez district another Spanish company has started working within the last few months between the Belmez and Coal.

Espiel fields; they have not exceeded 300,000 tons, although in the Cabeza de Vaca mine, belonging to the Andaluces Railway Company, they have sunk a new pit which is said to have opened up a very rich deposit, and will materially increase the output. An English house here has discovered good coal a few miles from this town, and as there is practically no competition to the Belmez mines, English capitalists might do worse than turn their attention to this district. The coal here ranges from 13 pesetas to 24 pesetas per ton at the pit's mouth, and as the demand is every day on the increase, to which the output does not correspond, this commodity is growing in price.

Beer. The beer brewed in this town is small in quantity and poor in quality.

There is a growing taste for this beverage; the consequence is that the Santander beer of the "Cruzblanca" mark is in great requisition.

The English beer is too strong and too dear in this country, and I may remark that if an English house would produce a cheap and less strong article it would have a good sale here.

Mines. The various argentiferous lead mines have kept up their average output.

Soap. All made in three works in this town is for home consumption.

San Roque.

Mr. Vice-Consul Cornwell reports as follows:—

Agriculture.

The past year has presented little change in this district from that reported at the commencement of 1892; the rainfall has been scanty compared with the quantity registered up to this period in that year, but there has not been cold of any importance to affect agriculture, and this general mild weather, together with the rain that has fallen lately within the last month, has, it is thought, redeemed the crops, even if the water supply for the summer throughout the district may still be considered as likely to prove considerably less than the average.

Commerce.

Commerce has not been, and is not, brisk, for which there are many causes, amongst them the currency question, which, as it especially affects this centre and its traffic with Gibraltar, may be taken to be one of the most important. The local industries, however, if not especially flourishing, are still hold-

ing their own, and are assisted in their development by the now completed and inaugurated Algeciras-Bobadilla Railway.

Railways.

It is to be expected that when this line and the advantages it offers to trade are better appreciated, not only the industries now existing will be greatly benefited, but that others, of which the natural fertility of the soil should be made capable, will spring into existence. There seems to be no hope at present of any closer rail communication with the town of "Linea," and it is to be regretted that little or nothing is being done by the municipal or other Spanish authorities to ameliorate the state of the roads connecting that town, or any others in the neighbourhood, with this centre of the district.

Health.

The health of the whole district is good, and has been so generally throughout the past year. Nor has there appeared any recurrence of the epizootic which caused so much alarm in the spring of 1892.

San Lucar.

Mr. Vice-Consul Aparicio reports as follows:—

Shipping.

The total number of vessels that visited the port of San Lucar in transit to Seville during the year 1892 was 384, with an aggregate tonnage of 153,392 tons, of which 80 vessels, with 38,231 tons were British.

The principal articles imported and exported in 1892, were as follows:—

Imports.

Articles.	Quantity.	From—
	Kilos.	
Coal	1,276,020	Great Britain
Grains	686,914	Canary Islands
Sulphur	311,900	France
Dry vegetables	178,739	Morocco

EXPORTS.

Articles.		Quantity.	To—
Wine	Litres ..	787,220	France
„	„ ..	291,726	Great Britain
Empty casks	Kilos. ..	146,230	France
„	„ ..	69,564	Great Britain
Salt	„ ..	552,200	Spain
„	„ ..	48,400	Brazil
„	„ ..	27,000	Morocco

Vintage. The past vintage at San Lucar and its district was somewhat inferior to that of 1891, and the quantity of juice collected may be estimated at about 2,000 butts.

Salt. The production of salt here was superior to that of the preceding year, and our salt pits yielded 4,036 lasts, of which 2,318 were exported.

Cereals. The following were gathered in this Vice-Consular district during the past year:—

Articles.	Quantity.
	Hectolitres.
Wheat..	26,320
Barley..	9,800
Beans	4,000
Peas	2,350
Corn	1,620

ALGECIRAS.

Mr. Vice-Consul Haynes reports as follows:—

Exports.

RETURN of Principal Articles of Export from the Port of Algeciras for the year 1892.

Articles.		Quantity.	Port of Destination.
Metals	Kilos. ..	69,640	Gibraltar
Cork (manufactured in corks)	Number ..	11,223,825	„
Palm mats and brooms ..	Kilos. ..	2,690	„
Onions	„ ..	1,500	„
Potatoes..	„ ..	14,778	„
Spirits	Litres ..	302	„
Ground pepper..	Kilos. ..	430	„
Wine	Litres ..	280	„

Public Works.

The railway from Algeciras to Bobadilla has been opened for traffic, and a new town hall is in course of construction.

Shipping.

RETURN of all Shipping at the Port of Algeciras during the Year 1892.

ENTERED.

Nationality.	Number of Vessels.		Tonnage.	Merchandise Discharged.	Passengers Landed.
	Steamers.	Sailing.			
				Kilos.	
With cargo—					
Spanish	175	...	139,334	2,113,277	3,013
Foreign	40	...	1,216	3,346,126	...
Spanish	...	290	5,136	2,735,438	25
Foreign	...	6	917	126,771	...
In ballast—					
Spanish	406	...	78,594	...	1,032
Foreign	...	...	...	...	...
Spanish	...	592	6,088	...	2
Foreign	...	3	487	...	...
Total	621	891	231,772	8,321,612	4,072

CLEARED.

Nationality.	Number of Vessels.		Tonnage.	Merchandise Discharged.	Passengers Landed.
	Steamers.	Sailing.			
				Kilos.	
With cargo—					
Spanish	269	...	203,002	1,163,450	2,327
Foreign	...	...	...	...	...
Spanish	...	696	5,382	2,586,901	7
Foreign	...	1	175	100,000	...
In ballast—					
Spanish	312	...	14,926	...	1,954
Foreign	40	...	1,216	...	...
Spanish	...	186	5,842	...	15
Foreign	...	8	1,229	...	...
Total	621	891	231,772	3,850,351	4,303

Agriculture.

Owing to too much rain in the spring the crops were more or less injured.

COASTING TRADE.

Principal Articles.	Entered. Merchandise Discharged.		Cleared. Merchandise Loaded.	
	Quantity.	Value.	Quantity.	Value.
	Kilos.	Pesetas.	Kilos.	Pesetas.
Manufactured iron steel	94,551	52,003	48,135	26,474
Nuts	23,811	9,286	..	..
Cotton goods	81,555	406,011	28,028	140,140
Woollen goods.. ..	3,616	73,011	4,507	82,213
Paper	24,055	19,096	..	..
Cork in slats	16,320	7,833	654,442	314,132
„ squares	7,312	12,138	28,470	47,270
„ manufacture in cork	..	..	3,659	10,245
Cork in other forms ..	..	..	65,237	9,786
Rice	203,869	91,741	..	..
Wheat flour	908,148	290,607	..	..
Dry vegetables.. ..	42,337	13,124	..	..
Potatoes	145,708	13,114	..	..
Olives	31,294	21,906	..	..
Figs	59,418	16,637	..	..
Other dry fruit ..	19,657	7,863	..	..
Fresh fruit	81,553	19,573	..	..
Sugar	10,911	7,638	..	..
Oil	76,237	67,088	..	..
Spirits	160,197	93,514	..	..
Wine	496,492	214,497	39,290	11,787
Bricks	..	..	232,900	34,935
Roof tiles	..	..	177,700	35,540
Soap	11,516	6,909	74,142	44,485
Barrels	14,194	5,677	67,839	27,136
Pigs	..	..	17,246	17,246
Sundries	1,111,452	668,648	1,400,315	1,513,772
Tobacco..	..	..	72,611	522,799
Total.. ..	3,624,200	2,117,914	2,914,521	1,837,950

Imports and Exports.

The imports have been of more consequence than the exports, and are in the total a considerable increase on last year; the exports have also increased.

RETURN of Principal Articles of Import into the Port of Algeciras for the year 1892.

Articles.	Quantity.	Port of Sailing.
	Kilos.	
Coal..	1,200,000	Glasgow
	1,685,805	Gibraltar
Paraffin	26,716	,,
Starch	8,932	,,
Soap	9,166	,,
Leather and skins	9,053	,,
Animal fat	81,424	,,
Wheat	271,496	,,
Flour	48,893	,,
Other grains	173,823	,,
Dry vegetables	289,568	,,
Sugar	19,164	,,
Eggs	14,915	,,
Manufactured iron steel	254,297	,,
Machinery	46,765	,,
Salt fish	17,424	Ceuta
Preserves	3,429	Gibraltar

PORT ST. MARY.

Mr. Vice-Consul Pitman reports as follows :—

The sherry shipping trade shows a considerable falling off in its shipments during last year, the total being 10,254 butts, which amount, compared with the exports for 1891, say 11,700 butts, shows a decrease of 1,446 butts. Sherry trade.

This falling-off is principally accounted for by the lack of orders from France and Sweden, in which countries the duties on Spanish wines were raised at the beginning of the year.

The exports to the United Kingdom have been slightly less than in the year 1891, but it is to be noticed that wines of better qualities have been in demand.

The result of the vintage of 1892 has been very unfavourable, both in quantity and quality. It may be estimated that the yield was 20 per cent. shorter than that of the preceding year, and the quantity varies to a great degree. Some parcels of must show very fine quality whereas others are so poor as to be fit for nothing but distillation. There appears to be no medium quality. Vintage.

The price for good must is about 150 pesetas per butt.

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Reference to previous Report, Annual Series No. 1054.

SPAIN.

BILBAO.

Mr. Consul Young to the Earl of Rosebery.

My Lord, *Bilbao, June* 26, 1893.

I HAVE the honour to transmit to your Lordship my Annual Commercial Report on this Consular District for the year 1892, desiring to mention specially that I am greatly indebted to Mr. Vice-Consul Larrea, not only for its compilation, but also for the interesting statistics on Trade and Commerce which the Report contains, many of which are obtainable through private sources alone at the cost of much time and labour.

I have, &c.

(Signed) HORACE YOUNG.

Report on the Trade and Commerce of the Consular District of Bilbao for the Year 1892.

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Shipping and Navigation.

British shipping.

TABLES showing the Movement of British Ships at Bilbao during the Years 1888-92.

ENTERED.

Year.	Number of Vessels.	Tonnage.	Crews.
1888	1,870	2,014,517	31,279
1889	2,013	2,220,545	34,170
1890	2,108	2,389,085	36,894
1891	1,523	1,796,848	26,756
1892	1,698	1,976,436	30,037

CLEARED.

Year.	Number of Vessels.	Tonnage.	Crews.
1888	1,871	2,012,015	31,311
1889	2,005	2,209,430	34,014
1890	2,112	2,394,261	36,960
1891	1,527	1,803,111	26,856
1892	1,681	1,943,560	29,711

Vessels with cargoes.

The proportion of British vessels with cargoes against those entered in ballast considerably decreased in 1892, viz.:—

Year.	From the United Kingdom.	From other Countries.	Total.
	Per cent.	Per cent.	Per cent.
1888	17·60	1·80	19·40
1889	15·65	1·15	17·50
1890	17·00	3·00	20·00
1891	18·51	3·02	21·53
1892	12·66	1·34	14·00

Vessels in ballast.

Those arriving in ballast proceeded from France, England, Portugal, Spain, Italy, and Holland. Only eight British vessels left in ballast in 1892 (five for England, two to Spain, and one to France), all the others sailed with cargoes of iron ore for the United Kingdom, Holland, France, United States of America, Italy, and Germany.

TABLE showing the Movement of Shipping during the Year 1892. General shipping.

Nationality.	Number of Vessels.	Tonnage.
British	1,698	1,976,436
Spanish	1,717	541,837
French	339	155,016
German	127	86,106
Dutch	88	82,720
Belgium	50	43,500
Swedish and Norwegian	95	41,828
Danish	14	4,652
Italian	3	1,720
Russian	1	535
Portuguese	1	833
Total	4,133	2,935,183

The total number of crews of all nations was 62,081, and the total number of passengers 2,928.

The general shipping at Bilbao in 1892 represented one-fourth part of the total shipping movement in all ports of the Peninsula and Balearic Islands.

Trade and Commerce.

THE following were the Principal Imports at Bilbao during the Year 1892. Imports.

COAL AND COKE.

Year.	Coal.	Coke.	Total.
	Tons.	Tons.	Tons.
1889	247,417	182,402	429,819
1890	318,498	209,374	527,872
1891	376,947	131,691	508,638
1892	345,523	113,457	458,980

The importation of coal and coke at Bilbao in 1892 represented one-fourth part of the total importation in Spain.

DETAILED Statement of the Coal and Coke Imported at Bilbao during the Year 1892.

COAL AND COKE.

Imported by—	Coal.		Coke.	
	From England.	From Germany.	From England.	From Germany.
	Tons.	Tons.	Tons.	Tons.
The Vizcaya Company	126,506	26,532	891	34,268
Altos Hornos „ ..	28,204	..	41,752	17,557
San Francisco „ ..	35,250	..	9,591	2,304
Small consumers ..	129,031	..	5,914	1,180
Total.. ..	318,991	26,532	58,148	55,309

The importation of Spanish coal (from the Province of Asturias) has increased from 28,533 tons in the year 1888 to 68,429 tons in 1892.

PINE TIMBER.

Country.	1889.	1890.	1891.	1892.
	Cubic yards.	Cubic yards.	Cubic yards.	Standards.
From Sweden	62,290	65,260	53,737	10,200
Finland	2,750	5,339	5,715	680
Norway	2,897	3,301	4,458	545
North America ..	8,173	5,894	6,634	906
United Kingdom	..	..	1,179	45
France ..	..	..	14,125	3,165
Belgium	..	..	502	2
Total	76,110	79,794	86,350	15,543

COD FISH.

Country.	Quantity.			
	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.
From Norway	7,662	8,918	8,079	8,659
Iceland	1,195	1,782	1,131	1,509
Scotland	776	454	528	544
France	634	291	186	77
Total	10,267	11,445	9,924	10,789

TABLE showing the Quantity of Crude Petroleum Imported from the United States of America during the last five Years.

Year.	Quantity.
	Tons.
1888..	7,093
1889..	6,772
1890..	6,425
1891..	3,598
1892..	3,278

TABLE showing other Articles of Importation during the Year 1892.

Articles.		From Various Countries.	From—				
			France.	England.	Belgium.	Germany.	Holland.
Building stones	Tons	170*	1,352	3,705	754	54	55
Schists and bituminous matter	„	..	162	198	219	27	2
Phosphorite	„	1,000†	..	..	..	..	..
Glass	„	..	118	57	247	79	115
Clay, worked up, and porcelain, &c.	„	..	539	6,872	342	23	276
Iron, castings	„	..	153	1,056	414	40	23
„ or steel (forged, rolled, &c.)	„	..	..	4,923	1,992	498	258
Copper and its alloys	„	..	608	5,559	1,032	508	275
Other metals—tin, zinc, &c.	„	..	3	763	4	24	6
Simple drugs	„	13‡	1,016	928	31	544	37
Colours, dyes, and varnishes	„	..	93	259	216	21	18
Chemical and pharmaceutical goods	„	313§	974	2,684	508	569	138
Raw cotton	„	..	..	38	..	1	..
Woven textiles	„	½‖	7	26	½	2	..
Hemp, flax, aloe, jute, &c.	„	10¶	256	979	73	23	..
Wools, spun	„	..	4	383	23	22	2
„ textiles	„	..	12	71	6	2	3
Silk „	„	..	1	1	¼	..	½
Pasteboard	„	772**	..	..	264	61	..
Paper for printing	„	..	1	3	22	18	½
Other papers	„	..	¼	51	15½	13	..
Cardboards	„	..	6	19	33	49	5
Staves	Number	60,553††	..	97,902	..	150	..
Wood for cabinet-ware	Tons	..	29	19	43	53	105

* From Italy. † From Portugal. ‡ From Norway. § From Italy. ‖ From Norway. ¶ From Italy.
** From Norway. †† Italy, 38,940; United States of America, 21,593.

TABLE showing other Articles of Importation during the Year 1892—continued.

Articles.		From Various Countries.	From—				
			France.	England.	Belgium.	Germany.	Holland.
Charcoal, firewood, &c.	Tons ..	1¼*	20	3	4	5	¼
Animal skins and leather	„ ..	3†	52	20	3	41	2
„ fats and greases	„ ..	386‡	230	347	1,939	14	6
Musical instruments	Number ..	..	3	1	..	19	..
Watches and machinery	„ ..	..	439	350	279	3,098	530
Apparatus and machines	Tons ..	..	82	2,442	1,194	225	156
Carriages and coaches	„ ..	..	8	2	3	..	..
Alimentary substances	„ ..	..	137	830	198	½	¼
Grains and vegetables	„ ..	3,610§	197	175	36	63	156
Colonials	„ ..	2,292‖	74	73	4	2	37
Oils and drinks	„ ..	12¼¶	151	52	62	437	183
Seeds, &c.	„ ..	..	10	9	..	..	½
Preserves and sausages	„ ..	1**	9	15	55	½	130
Sundry	„ ..	½††	5	83	16	26	20

* From Italy. † From Porto Rico. ‡ Buenos Ayres, 140 tons; Iceland, 23 tons; Norway, 193 tons; Denmark, 30 tons.
§ Italy, 729 tons; Morocco, 1,547 tons; Mexico, 501 tons; United States of America, 833 tons. ‖ Porto Rico, 1,156 tons; Cuba, 457 tons; Ecuador, 442 tons; Philippine, 178 tons; Canary, 59 tons. ¶ Cuba, 12 tons; Italy, ¼ ton. ** From Sweden. †† From Italy.

The principal articles of exportation from Bilbao are iron ore and pig-iron.

TABLE showing the Exportation of Iron Ore for the Years 1887-92.

Year.	England.	Scotland.	Holland.	Belgium.	France.	United States of America.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1887	2,374,674	480,993	707,394	98,304	356,980	152,077	4,170,422
1888	2,017,719	463,616	644,235	103,602	347,687	14,778	3,591,637
1889	2,236,220	533,905	640,261	93,010	378,347	3,748	3,885,612
1890	2,474,171	566,391	647,980	106,525	388,516	89,335	4,272,918
1891	1,975,167	270,446	631,765	66,316	342,163	30,607	3,316,464
1892	2,066,276	584,477	766,302	75,249	390,319	34,164	3,918,544

85 per cent. to 90 per cent. of the ore shipped for Holland was for German works.

TABLE showing the Decrease in Exportation of Pig-iron to the undermentioned Countries during the Years 1888–92.

Year.	Italy.	Portugal.	France.	Belgium.	Holland.	Germany.	Russia.	United Kingdom.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1888	58,755	1,900	5,220	892	9,221	8,780	1,352	100	86,220
1889	54,852	221	2,797	6,608	2,305	6,741	..	5	73,524
1890	29,991	964	5,318	85	8,981	11,030	..	18,949	75,318
1891	29,587	..	15,557	9,004	16,112	11,765	..	14,084	96,109
1892	16,572	100	16,593	10	7,629	7,481	..	13,752	62,137

TABLE showing the Exportation of Pig-iron to Foreign Countries during the Year 1892.

	Italy.	United Kingdom.	France.	Holland.	Germany.	Belgium.	Portugal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vizcaya Company	11,877	2,527	16,113	7,629	6,923	..	..	45,069
Altos Hornos Company..	4,695	..	64	..	..	10	100	4,869
San Francisco Company	..	11,225	416	..	558	..	..	12,199
Total	16,572	13,752	16,593	7,629	7,481	10	100	62,137

TABLE showing the Total Quantity of Common Wine Exported viâ Bilbao during the Years 1891–92.

Country.	Quantity.	
	1891.	1892.
	Tons.	Tons.
To France	1,681	591
United Kingdom	396	438
Holland	149	280
Belgium	70	99
Germany	80	28
Denmark and Norway ..	17	1
Total	2,393	1,437

TABLE showing other Articles of Exportation to Foreign Countries during the Year 1892.

Articles.	To— France.	England.	Belgium.	Holland.	Germany.	Italy.	Other Nations.	Total.
	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.
Steel bars	..	..	0 10	..	..	..	..	0 10
Old steel	..	..	..	..	..	110 0	..	110 0
Olives	8 19	..	..	..	..	..	..	8 19
Common oil	6 0	..	..	..	0 12	..	..	6 12
Mineral oil	1 0	..	..	..	..	..	..	1 0
Cotton oil	..	4 13	..	..	..	..	..	4 13
Lubricating oil	0 12	..	..	..	..	..	..	0 12
Tartaric oil	..	0 9	..	..	..	..	..	0 9
Brandy	0 8	..	..	..	..	..	..	0 8
Turpentine	..	182 0	346 0	..	..	..	..	528 0
Copper wire	0 4	..	..	..	..	..	..	0 4
Alcohol	..	..	..	1 4	..	..	..	1 4
Cotton	..	1 4	..	..	..	..	..	1 4
Almonds	..	..	..	..	1 14	..	..	1 14
Slippers (1,327 dozen pairs)	..	..	7 1	..	..	..	..	7 1
Anatron	..	32 0	..	..	..	..	..	32 0
Anis	3 6	..	..	..	..	..	..	3 6
Firearms	6 8	7 0	0 10	..	1 6	..	..	15 4
Varnish	..	..	1 5	..	..	..	..	1 5
Blende	..	9 10	..	..	..	..	..	9 10
Horsehair	0 2	..	..	..	..	..	..	0 2
Dynamite (to Russia)	..	..	..	..	..	..	37 5	37 5
Extract of liquorice	..	16 5	..	..	..	..	..	16 5
Sausages	0 7	..	..	..	..	..	..	0 7
Peas	0 6	2 16	..	0 8	..	..	..	3 10

TABLE showing other Articles of Exportation to Foreign Countries during the Year 1892—continued.

Articles.	To— France.	England.	Belgium.	Holland.	Germany.	Italy.	Other Nations.	Total.
	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.
Cast-iron	5 16	0 6	1 0	..	0 8	..	..	7 10
Wrought-iron	..	0 9	..	..	..	..	..	0 9
Tools	1 2	9 12	..	..	..	..	..	10 14
Hams	..	0 5	..	..	..	..	..	0 5
Fire-bricks	2 2	..	..	..	..	..	..	2 2
Washed wool	3 15	..	..	..	..	..	..	3 15
Brass	..	..	..	..	0 3	..	..	0 3
Dried vegetables	0 6	9 0	10 0	..	..	..	..	19 6
Liquors	2 3	..	..	..	..	..	..	2 3
Woodwork	..	0 14	..	..	..	..	..	0 14
Butter	..	0 7	..	..	..	..	..	0 7
Machinery	2 12	18 6	3 8	..	2 0	..	..	27 6
Skins (cured)	0 1	..	..	..	..	..	..	0 1
Skins	..	1 0	..	..	13 2	..	..	14 2
Preserves	205 0	112 0	4 0	..	54 0	..	..	375 0
Sulphate of ammonia	0 5	..	..	..	..	..	..	0 5
Zinc bars	..	22 13	..	..	..	..	..	22 13
Xerez wine	0 16	0 3	0 4	..	..	..	..	1 3
Sweet „	0 6	0 3	..	..	..	..	..	0 9
Raw tartar	..	22 3	..	..	..	..	..	22 3
Sardines	4 3	11 9	..	..	..	0 6	..	15 18
Empty bags (units)	(1,250)	(1,875)	..	..	..	..	..	..
Liquorice root	..	..	34 4	..	..	..	..	34 4
Feathers (Denmark)	..	..	..	..	..	..	2 7	2 17
Feathers (Norway)							0 10	

TABLE showing other Articles of Exportation to Foreign Countries during the Year 1892—continued.

Articles.	To— France.	England.	Belgium.	Holland.	Germany.	Italy.	Other Nations.	Total.
	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.	Tons cwts.
Ground pepper	..	0 2	..	..	..	..	..	0 2
Sheepskins	1 0	9 8	..	..	25 15	..	..	36 3
Building stone	3 9	..	..	..	..	..	..	3 9
Nuts	1 7	0 5	..	0 7	..	..	..	1 19
Furniture (used)	..	34 10	..	..	..	..	..	34 10
Pyrites	1,064 18	..	..	..	..	..	..	1,064 18
Tin ore	..	1 0	..	..	..	..	..	1 0
Copper ore	..	29 6	..	..	..	..	..	29 6
Antimony ore	..	6 4	..	..	..	..	..	6 4
Bones	102 1	..	..	..	..	..	..	102 1
Tin-plates	35 0	..	..	..	60 0	..	..	95 0
Wood	..	282 0	10 0	346 0	2 0	..	..	640 0
Lead ore	..	..	16 0	..	..	..	..	16 0
Zinc ore	..	30 0	..	..	..	..	..	30 0
Tar	11 18	..	..	..	..	..	..	11 18
Creosote	1,369 0	49 0	..	..	..	..	..	1,418 0
Cigarette paper	95 0	7 3	1 10	..	19 15	..	..	123 8
Chestnuts	..	90 0	5 0	63 0	..	..	..	158 0
Wool (unwashed)	211 0	106 0	..	..	..	..	4 10*	321 10
Tar oil	304 6	..	..	..	..	..	..	304 6
Common rye (in transit)	..	..	330 0	..	1,850 0	..	3,520 0	5,047 0

* Denmark, 2 tons; Portugal, 2 tons 10 cwts.

COMPARATIVE Return of the Firearms made in this District for the last Five Years.

Year.	Fowling Pieces.	Pistols.	Revolvers.	Guns.	Cartridges.
	Number.	Number.	Number.	Number.	Number.
1888	28,915	41,462	46,257	5,136	229,488
1889	31,338	46,031	56,370	4,458	170,357
1890	34,551	47,544	67,664	2,661	116,649
1891	39,004	51,257	65,434	1,345	247,578
1892	40,967	50,481	66,101	3,653	231,175

The total amount of customs duties collected during the past year amounted to 480,017*l.*, against 428,928*l.* in 1891.

Public Works.

The port works continue to proceed very satisfactorily; the greater portion of the breakwater is now visible at low water, and there seems every reason to believe that the anticipations alluded to in last year's report will be realised, so that in the course of two or three years safe anchorage will be available for vessels within the harbour.

A scheme for the complete drainage of Bilbao has been decided on. It consists in conveying the drainage of the town and district on both sides of the river to the coast, where it would be discharged into the sea near Galea Point, a distance of more than 10 miles from Bilbao; but as this work will involve a very large outlay, it is unfortunately not likely to be commenced for some time to come.

General.

The development of railways in Biscay is remarkable, considering the limited extent of the province. New lines have been opened from Guernica to Pedernales; from Luchana (on the Bilbao river) to Munguia and from Las Arenas (at the entrance to the port) to Plencia on the east coast. A new line will be soon opened direct to San Sebastian viâ the coast route; another is rapidly advancing from Bilbao to Santander, and finally, the most important line, connecting the Province of Biscay with Asturias at La Robla in the latter province, will be finished in the course of the present year. This line is considered of great importance for the conveyance of indigenous coal, the exportation of which has not been hitherto available in consequence of the distance from the coast of the district opened up by the railway—the length of this line is about 170 miles. It may be added that the Robla line is made entirely by Bilbao capital. It remains to be seen whether the price at which the coal could be delivered in Bilbao, and its quality, would create any serious competition with the importations of British coal.

Some idea of the movement and activity prevailing at the port of Bilbao may be formed from the fact that the Bilbao and Portugalete line on the left bank of the river, a distance of 8 miles, conveyed during the past year 2,474,131 passengers, to which might be added, probably, half as many more passing to and fro by the railway on the right bank of the river and the tramways on both sides.

This would appear more remarkable when it is considered that the entire population of the town and district from Bilbao to the port does not exceed 80,000.

The exchange, averaging about 117 reals per 1*l.*, continues to affect all commercial transactions most prejudicially to Spain, and unfortunately there seems to be small prospect of any improvement in this respect.

The large amount of capital seeking investment in this wealthy town has been frequently adverted to in former reports, and some idea may be formed as to the financial stability and wealth of Bilbao from the fact that, in spite of considerable amounts recently invested in new industries, houses, and landed property, in connection with the extension of the town, public works, &c., there is at this moment on deposit in the banks of Bilbao securities to the value of over 19,000,000*l.* sterling.

Condition of working classes.

An interesting point relating to the position and general prosperity of the working classes is the circumstance of there being 769,820*l.* in the savings bank department of the Bilbao banks, and, although a large proportion of this amount consists in the savings of domestic servants and the peasantry, the artisans deposit considerable sums.

In point of fact, there can be no doubt that the working classes are exceedingly well off; the rate of wages would not compare unfavourably with those in any other country. Skilled artisans, for whom in all branches of industry there is always employment, earn from 4*s.* to 7*s.* per diem; general labour will command from 2*s.* 6*d.* to 3*s.* 6*d.* per day, and in some special cases as much as 4*s.* a day.

With respect to rents, it may be stated generally, that the working man can obtain decent lodgings, consisting of three or four rooms, for about 10*l.* to 12*l.* per annum. It is true there is no direct taxation in the province, and that all the necessaries of life are heavily charged by indirect contributions, which render the expenses of living somewhat high. On the other hand, it must be remembered that the Spanish working man does not consider as indispensable many articles of food which the British working man believes to be necessary for existence. In spite of the facilities of cheap wine, he is, as a rule, sober, so that, on the whole, his expenses of living are not heavy in proportion to the wages he earns.

SANTANDER.

RETURN of all Shipping at the Port of Santander during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	560	114	81,803	117	82,363
Spanish	4	1,380	160	221,516	164	222,896
French	4	243	64	94,445	68	94,688
Swedish and Norwegian	19	6,309	52	17,991	71	24,300
German	...	...	43	20,839	43	20,839
Belgian	...	...	12	10,635	12	10,635
Total	30	8,492	445	447,229	475	455,721

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	560	115	83,203	118	83,763
Spanish	...	...	104	186,062	104	186,062
French	4	243	64	94,445	68	94,688
Swedish and Norwegian	19	6,309	52	17,991	71	24,300
German	...	...	43	20,839	43	20,839
Belgian	...	...	12	10,635	12	10,635
Total	26	7,112	390	413,175	416	420,287

The superior tonnage of French compared to British vessels, which latter are more numerous, is due to them being steamers of very large measurement, belonging to the Compagnie Transatlantique, which touch at Santander periodically for passengers and bring small quantities of merchandise from South America and Cuba.

RETURN of Principal Articles of Export at the Port of Santander during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Flour	Cwts. ...	2,258	15,106	300,000	320,000
Ore	Tons ...	81,674	40,500	46,985	26,000
Wine...	Gallons ...	1,178,530	323,412	1,100,000	239,000
Alimentary substances	Cwts. ...	86,569	450,332	115,000	351,000
Sundries	...	...	157,272	...	80,000
Total	...	...	986,622	...	1,016,000

The recent treaty of commerce with the United States has put an end to the export of flour from Santander, formerly the staple trade of the place with Havannah, by lowering the duty on that article in their favour, and enabling them to undersell Spain in the Cuban markets.

RETURN of Principal Articles of Import at the Port of Santander during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Stone and marble	Tons ...	190	3,400	700	3,000
Coal and coke	,, ...	63,123	67,870	80,846	80,000
Pitch	,, ...	4,299	16,988	3,243	49,462
Petroleum	,, ...	7,984	60,876	5,848	44,335
Glass	Lbs. ...	382,953	9,810	460,633	6,692
Earthenware	,, ...	86,246	3,086	119,125	4,328
Iron and steel manufactures ...	Tons ...	10,019	90,922	2,111	36,341
Brass and its alloys	,, ...	147	12,045	367	29,888
Other metals	,, ...	250	13,230	...*	37,300
Railway material	,, ...	18,722	70,733	...	...
Chemicals	Lbs. ...	5,843,984	21,739	3,709,807	37,300
Colours, dyes, and varnishes ...	,, ...	837,900	15,136	827,194	15,530
Perfumery, starch, and stearine	,, ...	763,997	15,666	966,573	20,000
Cotton—					
Raw	,, ...	108,166	949	698,845	16,600
Thread	,, ...	22,515	2,020	22,408	2,000
Textiles	,, ...	219,584	27,940	260,371	39,896
Flax and hemp, thread, and yarn	,, ...	1,143,856	101,722	507,096	116,600
Linen textiles	,, ...	99,009	10,749	99,094	10,090
Woollen textiles	,, ...	371,959	101,975	323,275	99,000
Silk textiles	,, ...	5,898	10,679	7,711	12,600
Paper and its appliances... ...	,, ...	471,390	17,175	483,463	18,000
Woods, fine...	,, ...	790,777	2,016	1,002,016	7,233
Cask staves...	Thousands	62,173	3,562	...	...
Timber, deal	Cub. met.	40,535	72,892	31,097	53,069
Furriers' wares	Lbs. ...	110,744	30,656	164,285	40,000
Tobacco	Cwts. ...	150,966	187,071	98,600	125,000
Machinery	Lbs. ...	779,500	128,228	1,740,782	76,354
Animal fats...	,, ...	285,276	7,263	961,000	29,000
Grain	Cwts. ...	40,000	...	...	...
Provisions	Lbs. ...	1,802,706	57,580	3,339,270	50,088
Dried codfish	,, ...	14,003,380	154,461	9,662,837	116,800
Fancy goods, haberdashery, and oil skins	,, ...	199,000	10,180	94,913	15,694
Alcohol, wine, and beer	Gallons ...	99,020	12,790	174,296	20,568
Total	...	...	1,353,025	...	1,175,468
Spanish colonies and South America	...	...	1,032,477	...	750,000
Grand total	...	...	2,385,502	...	1,925,468

* Incorporated in brass.

TABLE showing the Total Value of all Articles Exported from and Imported to Santander from and to Foreign Countries in 1892, compared with 1891.

Countries.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	31,708	21,000	552,013	507,802
France	21,499	10,120	71,238	85,268
Holland..	8,000	..	..	..
Italy	5,940	8,360	2,080	..
United States	..	..	259,595	186,004
Sweden and Norway ..	..	..	203,909	202,868
Belgium	..	2,500	185,368	108,420
Germany	..	39,200	78,822	85,106
Total	67,147	81,180	1,353,025	1,175,468
Spanish colonies and South America ..	919,475	934,820	1,032,477	750,000
Grand total ..	986,622	1,016,000	2,385,502	1,925,468

The relative pecuniary preponderance of Great Britain in the value of her exports compared to those of other countries in the above table, arises from the large sums realised by the items of coal and pitch, iron and steel manufactures, railway material, other metals, chemicals, thread, yarn, and textiles, machinery and provisions; a result repeated from year to year.

The extent of the export trade of France is not to be judged by the above figures, as the bulk of it passes by rail across the frontier into Spain through the custom-house of Irun. Returns from that quarter for the year 1892 are not at hand, but the amount in 1891 appears in the following table, which may be accepted as a fair annual average:—

Articles.	Quantity.	Value.
	Lbs.	£
Brass and its alloys	655,886	50,960
Other metals	295,000	13,710
Cotton textiles	637,000	25,400
Linen „	211,626	22,540
Woollen „	750,000	188,000
Silk „	125,196	91,000
Paper and its appliances	1,159,500	42,000
Furriers' wares	153,900	41,000
Total	..	474,610

COMPARATIVE Table showing the relative importance of the Quantities of Articles Exported to Santander from European Countries during the Year 1892.

Articles.		England.	France.	Belgium.	Germany.	Norway.
Pitch	Tons	4,278	16	1	4	..
Petroleum	,,	763	7	37	4	..
Glass	Lbs.	252,233	81,600	126,220	149,900	..
Earthenware	,,	23,850	3,624	32,000	26,772	..
Iron and steel manufactures	,,	3,521,000	201,647	6,047,849	248,106	..
Railway material	,,	8,933,000	..	9,285,000	504,145	..
Brass and its alloys	,,	29,000	36,400	74,802	7,534	..
Other metals	,,	214,100	22,612	7,776	5,596	..
Colours, dyes, varnishes	,,	108,900	170,000	459,000	100,000	..
Chemicals, drugs	,,	2,365,000	2,355,600	607,806	493,778	11,800
Perfumery, starch, stearine	,,	23,353	1,737	575,938	162,669	..
Cotton, raw	,,	99,119	..	1,060	5,987	..
,, thread	,,	20,800	115	1,600	..	..
,, textiles	,,	211,264	3,860	2,450	2,280	..
Flax and hemp, thread, yarn	,,	949,335	544	57,500	136,477	..
Linen textiles	,,	76,540	318	20,960	1,191	
Woollen textiles	,,	352,409	5,600	8,650	5,300	..
Silk ,,	,,	5,520	22	340	16	..
Paper and its applications	,,	105,000	8,135	78,114	278,500	..
Furriers' wares	,,	9,240	84,802	1,366	15,336	..
Machinery	,,	3,226,400	79,282	98,360	375,320	138
Provisions	,,	734,054	461,140	365,152	521,000	..
Dried codfish	,,	1,390,000	22,880	..	..	12,591,000
Alcohol, wine, beer	Gallons	575	8,000	51,595	38,000	850

It will be seen on examining the preceding table that Great Britain, as usual, enjoys a monopoly in coal and pitch, and almost so in cotton, thread, and textiles, woollen, linen, and silk fabrics, as well as flax and hemp, thread, and yarn. Her position towards France, Belgium, and Germany, in the great industrial race of the day, with respect to the other articles mentioned in the table, is as follows :—

Articles.	Class.			
	First.	Second.	Third.	Fourth.
Glass	Germany	Belgium	France	Great Britain
Earthenware	Belgium	Germany	Great Britain	
Iron and steel	Belgium	Great Britain	Germany	France
Railway material	Belgium	Great Britain	Germany	
Brass and its alloys	Belgium	France	Great Britain	
Other metals	Great Britain	France	Belgium	Germany
Chemicals	Great Britain	France	Belgium	Germany
Colours, varnishes, and dyes	Belgium	France	Great Britain	Germany
Starch and perfumery, stearine candles*	Belgium	Germany	Great Britain	France
Cotton, raw	Great Britain	Germany	Belgium	
Paper and its applications	Germany	Great Britain	Belgium	France
Furriers' wares	France	Germany	Great Britain	Belgium
Machinery	Great Britain	Germany	Belgium	France
Provisions	Great Britain	Germany	France	Belgium
Alcohol, wine, and beer	Belgium	Germany	France	Great Britain

* Very little perfumery from Belgium and Germany; the bulk of their exports consisting of starch and stearine candles.

Harbour Improvements

During the last three years extensive works have been proceeding for the improvement of the harbour and the embellishment of that part of the town which skirts it, by lengthening quays and reclaiming from the water a broad strip of soil parallel and contiguous to the fine Boulevarde de Calderon. It was a grand quay bathed by the tide until this change converted it into a magnificent esplanade, already adorned with public gardens and skirted by a new quay, at which, owing to its being constructed in deep water, vessels of any tonnage can load and discharge without stranding. Further down, near the entrance of the port, a dry dock is being built. When finished it will be a veritable boon to navigation, no other existing on the long stretch of coast reaching from Santander to Cadiz. Its dimensions, equal to the admission of a line-of-battleship, are as follows :—

	Metres.
Length—interior	132·50
Width „	24·50
Length of entrance gate	5·50
Width „ „	17·50

The cost of these works is defrayed by the levy of a due on the cargoes of ships, paid by owners, supplemented by an annual grant of 500,000 pesetas (20,000*l.*) from the State.

Whilst these works are approaching completion, others of still more importance, as regards the future of Santander, are progressing at the upper end of the estuary which forms the harbour. This region was formerly a morass, and is still partly so. Of late years a portion has been drained, and upon it now stands the station of the Madrid Railway; streets leading to it from the old town, with warehouses and an extensive wharf. Here the principal export and import business of Santander is carried on, subject, however, to the inconvenience and risks that arise from vessels alongside this wharf being exposed to the full force of the violent southerly gales which blow so frequently across the bay. To obviate this disadvantage, but chiefly with the intention of acquiring a valuable extent of dry ground for docks and building purposes, an association of capitalists in England, under the title of "The Santander Harbour Company, Limited," headed by Mr. Ralli, have undertaken the drainage and embankment of the remainder of the morass. The labours of the company, which deserve success on account of the benefits they are conferring on Santander, are well advanced.

Since June last, the entrance canal leading to the dock has been dredged 280 metres longitudinally, its breadth being 140 metres, with a depth sufficient for the passage of ships of the largest size at low tide. 150,000 cubic metres of mud and sand have been extracted and employed in embanking and levelling 70,000 square metres bordering the dock on the southern side. 500,000 more are required, and by the end of next year the company will, in all likelihood, have at its disposal about 15 acres of land, which, divided into lots, with the exception of those already sold, will, it is expected, be bought for building purposes in consequence of their proximity to the port and the dock, combined with the favourable circumstance of the ground being intersected by the Madrid Railway, another to the neighbouring town of Solares, the initiative, in fact, of the long-wished for line to Bilbao; whilst a third one, leading into the interior of the province in another direction, has been commenced. Besides these advantages, owing to the topographical situation of this locality, is the certainty that any future railway from Santander must perforce traverse the company's property, because it is the only outlet through which railways can be carried, as the place stands upon a promontory, washed by the ocean on one side, and upon the other by the water of the estuary forming the port.

The annexed plan, taken at low tide, shows the nature and extent of the works carried on by the Santander Harbour Company. The grey squares depicted thereon designate pieces of ground already sold; the yellow sites reserved for public edifices, such as a church, the custom-house, a market-place, and a municipal free school; and the red lots still on sale.

(75 8 | 93—H & S 1602)

PLAN OF THE UPPER PORTION OF THE ESTUARY FORMING PART OF THE HARBOUR OF SANTANDER.
SHOWING THE WORKS OF "THE SANTANDER HARBOUR COMPANY, LIMITED."

To face page 22.

(75. 2/95. 1602)

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FOREIGN OFFICE.

1893.

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No. 1282.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF MALAGA AND DISTRICT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1130.

Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.

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1202.	Swatow	1d.	1262.	Samoa	½d.
1203.	Charleston	2½d.	1263.	Rio Grande do Sul	2½d
1204.	Syra	1d.	1264.	Jeddah	1d.
1205.	New Orleans	2½d.	1265.	Vienna	3d.
1206.	Suakin	1½d.	1266.	Shanghai	3d.
1207.	Caracas	1d.	1267.	Bangkok	1½d.
1208.	Somali Coast	1d.	1268.	Meshed	1½d.
1209.	Nantes	1d.	1269.	Cadiz	2d.
1210.	Tahiti	2d.	1270	Cherbourg	1d.
1211.	Ichang	3½d.	1271.	Erzeroum	½d.
1212.	Wênchow	1d.	1272.	Christiania	5d.
1213.	Havana	2d.	1273.	Buda-Pesth	½d.
1214.	Cagliari	1d.	1274.	New York	3d.
1215.	Old Calabar	½d.	1275.	St Petersburg	7½d
1216.	Foochow	1d	1276.	Alexandria	1½d.
1217.	Wuhu	1d.	1277.	Tokio	2½d.
1218.	Vera Cruz	1½d.	1278.	Bilbao	3½d.
1219.	San José	1d.	1279.	Beyrout	6d.
1220.	Antwerp	1d.	1280.	Pekin	½d.
1221.	Mogador	2½d.	1281.	Salvador	1d.

No. 1282.

Reference to previous Report, Annual Series No. 1130.

SPAIN.

MALAGA.

Consul Finn to the Earl of Rosebery.

My Lord, *Malaga, July* 10, 1893.

I HAVE the honour to inclose my Commercial Report for 1892, with its Annexes and Inclosures, and have much pleasure in calling your Lordship's attention to the excellent Reports sent by the Vice-Consuls at Linares, Almeria, and Garrucha.

I have, &c.

(Signed) ALEXANDER FINN.

Report on the Trade and Commerce of Malaga for the Year 1892.

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Shipping.

There has been a slight increase in the number and tonnage of British ships coming to this port as compared with 1891. In 1891 the number of British ships which entered here were 168, with a tonnage of 134,660 tons, whereas, in 1892, we had 186, with a total of 145,005 tons.

The order of countries keeps much the same, English heading the list with her ships (after those of Spain), and France coming next, but Germany now takes the third place in lieu of Sweden.

Taking, therefore, the principal foreign commercial nations, we find that—

Nationality.	Number of Vessels.	
	1891.	1892.
British	168	186
French	163	123
German	36	37
Italian	24	15
Swedish	10	12
Norwegian	20	13
Russian	10	10
Danish	22	18
Dutch	15	13
Austrian	..	9
Portuguese	..	3
Turkish	..	1

Annex A shows the direct and indirect or carrying trade at Malaga, in British bottoms, those with cargoes and those with ballast, during the year 1892.

Annex B is a table indicating the quantity of goods imported in 1892, as compared with 1891 and 1890.

TABLE showing Decrease in Imports.

Articles.	Per Cent.	Remarks.
Alcohol	50	
Pitch and tar	25	
Building materials	10	
Cocoa	15	
Coffee	10	
Cereals, &c.	50	
Beer and cider	30	
Grease	..	Very large
Iron	20	
Lard and bacon	..	Very large
Machinery	50	
Cheese	..	Very large
Deals and planks	50	
Butter	50	
Petroleum	..	Very large
Woven goods	20	

TABLE showing Increase in Imports.

Articles.	Per Cent.	Remarks.
Oil and paints	50	
Raw cotton	30	
Spun cotton	..	Large
Sugar	..	Very large
Chemicals	..	Double
Coal	..	Triple
Charcoal	25	
Hides, &c.	30	
Guano	20	
Paper	50	
Wheat	..	Enormous

Annex C is a table of exports from Malaga for the year 1892, as compared with 1891 and 1890. Exports.

TABLE showing Decrease in Exports.

Articles.	Per Cent.	Remarks.
Almonds	30	
Aniseed	30	
Rice	..	Enormous
Cocoa shell	50	
Orange peel	50	
Chestnuts, walnuts, &c.	..	Large
Onions	..	Large
Esparto grass	..	Slight
Green fruits	..	Large
Pomegranates	50	
Lemons	50	
Minerals	..	Slight
Raisins	..	Slight

TABLE showing Increase in Exports.

Articles.	Per Cent.	Remarks.
Olive oil	..	Double
Olives	..	Slight
Canary seed	40	
Hazel nuts	..	Large
Chick peas	50	
Figs	..	Enormous
Oranges	..	Double
Palm leaf	30	
Wines	..	Double

Rates of freights.

During the year the following were the current rates of freights in this port:—

For—	Rates of Freight.
London or Liverpool	1*l.* and 10 per cent.
Dublin	2*l.* " "
Leith	2*l.* 5*s.* " "
Glasgow	1*l.* 10*s.* " "
Havre	35 fr. " "
Marseilles	15 fr. " "
Amsterdam	35 fl in full
Hamburg	35 marks in full
St. Petersburg	30 " "
New York	2*l.* and 10 per cent.

Crops.

Wheat.

The crop was insufficient and disappointing, so that, although those of 1890 and 1891 were plentiful, no stock had been kept, and it was found necessary to import wheat from abroad—notwithstanding the excessive duties (8 pesetas per 100 kilos.) and the high rates of exchange. Up to December last cargoes of wheat were imported by direct cargo from India and America, and a considerable quantity from Liverpool and London. The prices ruled at between 53 r. and 60 r., according to class, while Chilian wheats of superior quality got 64 reals. These imports will go on until the harvest of 1893 is available.

Barley.

The stocks of African barley were trifling, for the crop was a good one, and prices ruled from 24 r. to 26 r. per fanega of from 33 kilos. to 34 kilos.

Maize.

The maize crop was a fair one. Whites obtained 38 r. to 40 r., and the reds or morillos of the province 42 r. to 44 r., and those from Morocco 36 r. to 40 r.; but at the end of the year resumed their level.

French beans.

In Benalmadena, where these beans are grown for export to Paris, and very high prices are paid for early arrivals, the crop was poor; nevertheless, exporters paid 40 pesetas for 11½ kilos.

The dried beans produced from 4 pesetas to 5 pesetas for 11½ kilos.

The import of codfish to Malaga during the year 1892, according to the custom-house returns, was— Codfish.

From—	Quantity.
	Kilos.
Newfoundland	2,047,848
Labrador	735,692
Norway	520,550
Total	3,304,090

According to the terms of the new commercial treaty with Norway the import duty on codfish is not altered, and it is to be hoped that the same may be the case with regard to British codfish, as otherwise its consumption will be sensibly diminished.

Emigration.

Although emigration has not been as active as usual, 2,030 emigrants went from Malaga to Brazil in 1892, besides those to other parts of South America.

Fruit.

The crop consisted of about 16,000 barrels (against 26,000 barrels in 1891), and the average price in 1892 was, say, 12*s.* per barrel. Shipping grapes.

This year's crop consisted of from 650,000 boxes to 700,000 boxes of good quality, all of which may be said to have grown on young vines; the old ones having almost entirely disappeared in consequence of the phylloxera. The planting of these new vines (riparia) can, on the whole, hardly be considered as a success, as they thrive only on irrigated ground. In the drier mountain districts they are sickly, and produce hardly any fruit. Raisins.

Malaga produce found ready buyers at prices ranging—

For—		Price.*	
		From—	To—
		s. d.	*s. d.*
Layers	Per box of 22 lbs. net	7 3	20 0
Loose muscatels	Per cwt. ..	30 0	45 0
Seedless „	„ ..	16 0	17 0

* All free on board at Malaga.

Malaga grape growers have also had to contend against powerful competition from Denia, where, of late years, the Malaga style of packing has been introduced, and the fruit to be got there rather cheaper than in this neighbourhood, found its way in considerable quantities to foreign markets during the past vintage season, having been re-shipped from here as Malaga produce, but I am informed that it is proposed to increase the "consumo" duties on this article to such an extent that it will be impossible to continue the fraud.

Oranges: sweet and bitter. The crop was rather a smaller one than usual. Considerable quantities of the bitter oranges being bought up by Seville merchants.

Figs. There was a fair average crop of good quality, and sold freely at, say, 9*s.* to 10*s.* per cwt. f.o.b.

Pomegranates. A good crop and average price—about 8*s.* per case f.o.b.

Jordan almonds. The crop was a poor one, both in quantity and the small size of the kernels. Demand was brisk, and prices averaged about 8*l.* per cwt., f.o.b.

Lemons. A medium crop of good quality fruit, which sold well both in England and America, the average price being 8*s.* 6*d.* per box (f.o.b.) American packing, and 18*s.* 6*d.* per half chest of English packing.

Olives and olive oil. The harvest, which takes place in the last months of one year and beginning of the following one, may, for 1892-93 be considered as a fair one, being very abundant in some parts, while very scanty in others. The estimate made by fairly good authorities has been estimated at 400,000 tons, and the home consumption at 330,000 tons, leaving a balance of 70,000 tons to be exported or held over by speculators. Prices opened at 33*l.* 10*s.* cost and freight for England, and rose rapidly to 35*l.* 10*s.*, in consequence of urgent orders from Germany, England, the United States, and especially Italy, said to be owing to the enormous rise in the price of seed oils, the rise in cotton oil alone being about 60 per cent., and if the orders from Russia on the re-opening of navigation should prove to be important, these, added to orders expected from the United States, Italy, and the ports of the Adriatic and Black Seas, will undoubtedly cause prices to augment considerably.

Wines. The export of wines of all kinds has been rather slack, owing principally to the heavy duties levied on them in France, which, after all, continues to be the principal market for them.

Alcohol. Owing to the enormous import duties on this article the importation has practically ceased.

Sugar-cane. The crop has been comparatively a good one, although there has been a great falling-off in the cultivation of sugar-cane through the slight frosts that we have had occasionally of late years.

Beetroot. The cultivation of beetroot in the Vega of Malaga can hardly yet be said to have got out of the experimental phase, though more is planted each year, and the promise is good.

Public works.

Not much has been done during the last 12 months. The harbour works progressed well and rapidly until the Government thought fit not only to discontinue its quota but also to impound the sum which had been deposited by the contractors. This led to a stoppage of the works and great dissatisfaction, as some 2,000 men were thrown out of work.

Branch Railway from Puente Genil to Linares.

The branch railway from Puente Genil to Linares has been opened, thus bringing Madrid two hours' nearer, and it is said that if existing plans can be carried out Malaga will soon be within 50 hours of London.

Great Southern of Spain Railway.

A branch has also been opened from the Lorca (near Cartagena) Station, which puts that line into direct communication with all the railways in Spain. A further section of some 20 kiloms. has been opened to the public between Huercal and Almanzora, on the same railway.

Fresh line of steamers.

A fresh line of steamers, called the "Prince" Line, running between the Mediterranean, the United States of America, and Great Britain, now touches here. It belongs to Newcastle, having Mr. Charles Farquharson as its Agent.

Malaga as a health resort.

In my former reports I have laid stress on the magnificent climate of this place. The Algeciras-Bobadilla Line of Railway now brings Malaga within such easy distance of England by land or water. Many foreigners come here for their health, and it deserves to be better known by our countrymen. Many invalids will be glad to hear also of an establishment, which deserves to be much better known than it is, *i.e.*, the Pneumo-Therapeutic establishment of Dr. Benitez, in the Calle de Pedro de Toledo.

Dr. Benitez' Pneumo-Therapeutic establishment.

Further notes on fruit culture, and prospects of openings for young Englishmen.

There is no doubt that great damage has been done in this province by the phylloxera to the vines and by kindred diseases among the orange and lemon trees; but after many conversations with landed proprietors and farmers of all sorts, I have come to the conclusion that much of the decadence in the fruit culture in this province is due to old age in the plants and the inability of small or very conservative farmers either to spend the necessary money for replanting their orchards, or else to properly work and manure the soil. Many thousands of acres have become unproductive, which, with careful management, could be made as fruitful as ever they were; and it seems to me that many a young Englishman, if he only knew of it, would be glad to turn his steps hitherwards to a delightful country, within five days of home, instead of going off to Florida or Canada; of trying his fortune in a province where, in case of illness, he is always within reach of a town, whence he can draw his supplies; and then, in case of wishing to return home, the most that can cost him is some 6*l.* to 8*l.* for his ticket by steamer. Many and many a small farmer (Spanish) has deserted his farm and emigrated to South America, because, his farm having once been attacked by the phylloxera, he had not the few pounds necessary for replanting the vineyards, and because he had not sufficient knowledge or initiative to try whether other trees or crops would not grow in

their stead. These farms, with buildings on them, can now be purchased for a song by those who know how to set about it.

The following interesting notes have been given me by a friend, and will, I trust, produce some result :—

Notes on fruit farming near Malaga.

The slopes to the north and north-east of Malaga, once planted with vines, have of late years been devastated by the phylloxera, and are only used now as a pasture ground for goats. Besides vines, the olive, fig, pomegranate, and other fruit trees grow with great luxuriance. This land is divided into properties ranging from 50 fanegas to 100 fanegas.* Each property has a house provided, with all necessary appliances of a primitive character, for pressing and storing wine, stables, &c., combined with dwelling for the owner. Nearly all these farms belong to people living in or near Malaga. There are vegetable gardens and orchards, formed in terraces, attached to the houses, in which lemon, orange, pomegranate, and other fruit trees are reared. Water is not very plentiful, however, though there is, generally speaking, more than sufficient for the requirements of the household and for watering the orchards in summer time, and more can be obtained by boring.

Richness of the soil.

The land itself is not very rich, as usually happens with hilly land, but both the character of the country and the composition of the earth (oxide of iron predominating) make it well suited for vine culture.

Price of land.

In its present condition the land can be bought very cheap, and may be valued at about 50 pesetas to 75 pesetas the fanega (17*s.* to 55*s.* per 1½ acres) for the land. The fruit trees are valued separately, and the house and other buildings are taken to represent one-third of the total of the other values added together; so that, taking a farm of 50 fanegas, the average price may be estimated as follows:—

Description.	Amount.
	Pesetas.
50 fanegas at 60 pesetas, average	3,000
Fruit trees, orchards, &c., say	5,000
	8,000
House and outbuildings, one third ..	2,667
Total	10,667

Or, say 400*l.* for a farm of 75 acres, with buildings, and partly stocked.

Labour is cheap and plentiful, wages ranging from 1½ pesetas to 2 pesetas (1 peseta = about 9*d.*) a day, according to the season. This includes food. The meals cost 65 c. to 75 c. (100 c. = 1 peseta) per head per diem, according to season and price—the

* 1 fanega = 1·6374 acres.

fare consisting generally of rice and garbanzos (chick peas) and oil, lard, codfish, beans, &c., the ways and habits of the labourer being exceedingly simple. No accommodation in the shape of mattresses or beds need be provided, as they generally sleep on bags filled with straw, their own rags or wraps serving for bed clothes. The men are nominally engaged for a term of 14 days, but can be dismissed at a moment's notice if they do not give satisfaction. When working on the land the men are divided into gangs of 8 or 10 in each, each one having an overseer, and if there be several gangs a chief overseer is placed over them all.

Taxes on land in an unproductive state are very small, and according to present legislation, a farm which has been freshly planted with vines or fig trees is free from taxation for 10 years as regards the new plantation. The transfer duty is 3 per cent.; a piece of land sold, within my knowledge, for 1,500 pesetas, had 88 pesetas law expenses, including transfer duty. Law expenses are in proportion lower for larger purchases.

Natural manure is scarce and very difficult to obtain in the mountains, as owing to the want of good roads transport is dear; but chemical manure, which can be bought here at 6 c. per stock, and lasting for 3 years, can be recommended. Manure.

The cost of planting an "obrada" of 1,000 stocks, including the price of the American vine, is about 75 pesetas, and for working the ground about 25 pesetas for each successive year. In the third year after planting the riparia (American vine) it is grafted at a cost of about 25 pesetas per 1,000 stocks, and the stocks now begin to yield but only a small crop. The yield, after 5 years (reckoned from the grafting) may be estimated as 5 hectolitres (13·755 bushels; 1 hectolitre = 2·751 bushels) per 1,000 stocks; after 10 years at 8 hectolitres (or, say 22 bushels) without manuring. With manuring the yield can be raised to double the amount. Cost of planting.

Wines are sold at Malaga according to their alcoholic strength. Wines from the mountains average 13 degrees to 15 degrees. These degrees are reckoned as corresponding to so many reals (1 r. = about 2*d.*) per arroba (1 arroba = 25 lbs. weight or $3\frac{2}{3}$ gallons), a wine of 13 degrees fetching 13 r. per arroba in Malaga, and so forth. The cost of transport of these wines is about 50 c. (or $\frac{1}{2}$ peseta) per arroba.

The fertility of the land, of course, depends upon its fruit-bearing qualities, *i.e.*, chemical composition, and land should not, therefore, be bought unless the analysis as to phosphates, chalk, potassium, &c., is satisfactory.

Exchanges for 1892.

The rate of exchange of pesetas to the pound sterling during the year were—

Quarter.	Rate of Exchange.	
	From—	To—
	Pesetas c.	Pesetas c.
March..	28 30	29 40
June	29 40	28 40
September	28 50	28 75
December	28 75	29 25

Iron ore.

The principal iron mines in the Malaga district are those of Estepona and Marbella. From the former have been produced 1,500 tons of magnetic iron ore, and from the latter 54,123 tons, besides 8,869 tons of washings. Other mines are to be found at Puerto de Robledal, Igualeja, Paranta, Benahavis, Corchadillo, Istan, Bartocaro (near Mijas). The best-known mine for hematites is that of Los Borbollones, near Archidona. The "Engineering" of December 2, 1892, has an interesting article on the iron industries of Spain, wherein it is laid down that one of the most hopeful fields for iron ore is the south of Spain, the resources of which may be divided into seven groups:—

Number.	Mines.	Ores.
1	Cartagena and Porman	Hematite and manganiferous
2	Parazuelos	Red hematite
3	Aguilas	„
4	Garrucha and Bedar	Hematite and manganiferous
5	Almeria	Hematites
6	Malaga and Marbella	Magnetites
7	Calasparra and Cehegin	„

Description of all these groups are given in the article, excepting Malaga and Marbella, but the missing information is amply supplied in a paper read before the "North of England Mining Engineers" by Mr. Kendall, wherein the Robbledal, Marbella, and Malaga deposits are referred to, and he says that "although this district has not attained the same importance commercially as that portion of Viscaya and Santander, which has been dealt with above (in his paper), it is most interesting from a scientific point of view. It would, no doubt, be soon better known to the iron world than it is, were it opened up by railways, for there are some magnificent deposits of exeellent ores that have not yet been touched, and that only need railways to render them available for immediate use."

Annex A.—Return of British Shipping at the Port of Malaga in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
96	5	101	66,228	2,835	69,063	2,010	...	56	4	60	38,924	1,798	40,722	1,114	...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	59	4	63	47,278	4,615	51,893	1,357	...	Spain	66	28	94	56,985	17,127	74,112	2,016	...
France	3	1	4	2,258	1,025	3,283	77	...	France	1	1	2	783	99	882	26	...
Italy	5	...	5	8,876	...	8,876	175	...	Italy	1	6	7	1,349	4,695	6,044	201	...
Portugal	2	1	3	584	149	733	37	...	Portugal	1	...	1	473	...	473	21	...
United States ..	3	...	3	3,607	...	3,607	62	...	United States ...	9	2	11	14,835	3,379	18,214	346	...
Russia	3	...	3	3,323	...	3,323	58	...	Russia	...	1	1	...	758	758	19	...
Norway	1	...	1	589	...	589	18	...	Belgium	1	...	1	185	...	185	12	...
Greece	2	...	2	2,697	...	2,697	46	...	Germany	...	1	1	...	762	762	18	...
Africa	1	...	1	941	...	941	24	...	Africa	...	4	4	...	2,397	2,397	64	..
									South America ...	4	...	4	456	...	456	27	...
Total	79	6	85	70,153	5,789	75,942	1,854	...	Total	83	43	126	75,266	29,217	104,283	2,750	...
,, direct and indirect ...	175	11	186	136,381	8,624	145,005	3,864	...	,, direct and indirect ...	139	47	186	113,990	31,015	145,005	3,864	...

Annex B.—RETURN showing the Principal Articles of Import into the Port of Malaga for the Year 1892, with Country of Origin, and Comparative Totals for 1892–91.

Articles.		England.	France.	Germany.	Belgium.	Sweden.	Norway.	Holland.	Cuba.	United States.	Denmark.	Philippine Islands.	Porto Rico.	Italy.
Oils, paints, colours, &c.	Kilos. ...	50,051	671,589	28,925	46,793	...	...	2,018	...	...	...	...	...	105
Spirits	Litres ...	14,891	15,219	397,897	87,083	30,861	...	19,234	72,172	...	...	...	...	...
Cotton, raw	Kilos. ...	4,593	...	105	...	...	...	...	...	2,667,699	...	...	...	...
,, spun	,, ...	226	1,286	13,399	4,616	...	...	...	...	...	...	...	...	...
Starch	,, ...	53,645	8,657	136,615	179,635	...	...	...	30	...	...	...	...	...
Tar, pitch, and asphalt ...	,, ...	37,776	106,772	10,121	...	...	...	...	...	...	...	...	...	...
Sugar	,, ...	8	...	566	...	...	...	...	1,092,739	...	...	69,168	133,724	...
Sulphur and chemicals ...	,, ...	1,815,040	426,358	252,509	176,884	...	...	1,069	...	...	...	...	...	2,365
Codfish	,, ...	55,281	...	...	...	...	520,550	...	...	...	...	...	...	...
Flags, tiles, bricks, cement, &c., for buildings	,, ...	1,002,561	6,900,052	350,647	124,788	...	...	1,454	...	...	27,747	...	...	393,681
Cocoa	,, ...	31,747	1,115	...	...	...	...	...	32,439	...	...	...	...	...
Coffee	,, ...	6,069	556	69	...	...	...	...	18,497	...	...	35,312	287,010	...
Coal	,, ...	44,889,951	...	...	...	...	...	...	...	...	...	...	...	...
Charcoal	,, ...	...	5,041	...	...	...	...	...	...	...	...	...	...	1,420,100
Barley, maize, and other cereals, except wheat ..	,, ...	170,550	359,775	1,577	63,570	...	...	...	...	...	...	...	...	...
Beer, cider, and sparkling wines	Litres ...	13,150	479	66,549	45	...	...	...	...	...	...	...	...	...
Hides, skins, &c.... ...	Kilos. ...	33,704	10,053	21,663	2,940	...	...	...	...	...	...	...	...	...
Staves	Pieces ...	25,029	18,303	...	...	...	...	...	...	310,768	...	...	...	...
Spices, preserves, &c. ...	Kilos. ...	137,903	640,247	940	496	...	...	...	170	...	...	...	...	776
Tin, copper, brass, and zinc, in bars or wrought	,, ...	21.493	103,912	15,421	10,659	...	...	210	...	...	...	...	...	354
Grease	,, ...	129,304	17,872	525	1,022	...	...	...	...	...	...	...	...	...
Guano	,, ...	1,560,345	1,485,470	105,539	101,200	...	...	...	...	...	...	...	...	...
Iron, cast and wrought, and wire...	,, ...	4,219,939	1,136,795	147,033	4,397,518	...	...	4,403	...	...	...	...	...	...
Lard, bacon, &c.... ...	,, ...	141,862	25,549	1,227	...	...	...	...	...	...	...	...	...	...
Butter	,, ...	4,371	170	22,061	77	...	...	...	...	...	4,076	...	...	...
Machinery...	,, ...	1,108,529	166,210	53,867	303,196	...	...	165	...	...	...	...	...	160
Furniture, manufactures of, and prepared wood	,, ...	47,415	76,949	86,274	73,738	...	...	5,690	6,037	...	...	...	...	37
Paper of various classes and origin	,, ...	43,414	51,851	221,453	251,510	...	...	17	...	...	45,350	...	...	...
Petroleum	,, ...	19,610	69,614	15,184	3,317	...	...	...	...	1,306,460	...	...	...	...
Cheese	,, ...	17,496	6,085	...	6,215	...	...	5,961	...	...	...	...	...	...
Deals, planks, &c. ...	Cub. met.	737	9,241	...	...	...	...	...	...	...	...	...	...	...
Woven goods of various classes and origin ...	Kilos. ...	606,432	187,753	34,908	36,144	...	...	82	...	...	...	...	...	35,453
Wheat	,, ...	6,817.898	400,559	...	...	...	...	...	...	1,300,693	...	...	...	...
Glass, china, porcelain, &c.	,, ...	45,308	112,692	59,742	64,845	...	...	4,211	2,192	...	...	...	...	...

RETURN showing the Principal Articles of Import into the Port of Malaga for the Year 1892, with Country of Origin, and Comparative Totals for 1892–91—continued.

Articles.		Newfoundland.	Labrador.	Morocco.	Argel.	Africa.	Ecuador, Guaqaquil.	Austria.	Portugal.	Other Countries	Turkey.	Russia.	Totals, 1892.	Totals, 1891.
Oils, paints, colours, &c.	Kilos.	...	...	...	...	1,141	...	...	...	...	...	...	740,622	433,057
Spirits	Litres	...	...	...	604	...	...	...	9	...	...	...	632,970	1,397,022
Cotton, raw	Kilos.	...	...	...	...	...	...	...	...	...	...	...	2,673,397	2,024,544
,, spun	,,	...	...	...	...	...	...	...	...	...	...	...	19,527	2,388
Starch	,,	...	...	...	...	...	...	...	...	...	...	...	378,396	395,286
Tar, pitch, and asphalt	,,	...	...	...	...	...	...	...	...	...	...	...	154,669	219,662
Sugar	,,	...	...	...	...	...	...	...	...	...	...	...	1,296,205	150,040
Sulphur and chemicals	,,	...	...	...	...	...	...	...	...	...	...	...	3,668,225	1,485,362
Codfish	,,	1,992,567	735,692	...	...	...	...	...	...	...	...	...	3,304,090	3,134,416
Flags, tiles, bricks, cement, &c., for buildings	,,	...	...	158	...	...	...	...	...	...	...	...	8,801,038	9,965,077
Cocoa	,,	...	...	...	...	...	13,147	...	...	...	...	...	78,448	86,594
Coffee	,,	...	...	...	...	...	...	...	...	...	...	...	347,513	377,874
Coal	,,	...	...	...	...	...	...	...	...	...	...	...	48,884,951	18,901,690
Charcoal	,,	...	...	...	...	117	...	...	...	...	...	...	1,425,258	1,140,495
Barley, maize, and other cereals, except wheat	,,	...	...	1,981,270	...	...	...	59,400	...	...	785,612	...	2,435,694	4,717,693
Beer, cider, and sparkling wines	Litres	...	...	...	...	...	...	...	...	...	...	...	80,223	119,657
Hides, skins, &c.	Kilos.	...	...	...	...	95,219	...	...	...	...	...	...	163,583	123,610
Staves	Pieces	...	...	...	8,858	...	...	...	...	...	...	...	362,950	388,051
Spices, preserves, &c.	Kilos.	...	...	...	...	31,045	...	...	...	...	...	...	811,627	...
Tin, copper, brass, and zinc, in bars or wrought	,,	...	...	...	...	...	...	...	...	...	...	...	152,049	507,520
Grease	,,	...	...	...	...	...	...	...	550	...	...	...	148,251	512,528
Guano	,,	...	...	...	...	...	...	...	40,570	...	...	...	3,293,124	2,594,020
Iron, cast and wrought, and wire	,,	...	...	...	...	105	...	...	...	...	...	...	9,905,793	12,537,098
Lard, bacon, &c.	,,	...	...	...	...	160	...	...	...	...	...	...	168,798	542,984
Butter	,,	...	...	...	...	...	...	...	...	...	...	...	30,755	42,768
Machinery	,,	...	...	...	...	...	...	...	...	...	...	...	1,632,127	3,676,174
Furniture, manufactures of, and prepared wood	,,	...	...	...	...	2,415	...	...	129	...	...	...	427,138	...
Paper of various classes and origin	,,	...	...	...	...	...	...	...	...	...	...	...	613,632	392,824
Petroleum	,,	...	...	...	62	...	...	...	...	...	...	...	1,414,556	3,938,584
Cheese	,,	...	...	...	...	...	...	...	...	...	...	...	30,757	81,905
Deals, planks, &c.	Cub. met.	...	...	...	...	...	...	15	...	10,151	...	16,833	26,876	...
Woven goods of various classes and origin	Kilos.	...	...	...	...	1,887	...	...	10,723	...	...	...	923,453	1,135,693
Wheat	,,	...	...	513,639	...	75,768	...	...	...	...	...	...	9,107,936	13,662
Glass, china, porcelain, &c.	,,	...	...	400	...	...	...	...	...	...	...	14	289,404	305,260

Annex C.—RETURN of the Principal Articles of Export from the Port of Malaga for the Year 1892, with Comparative Totals for 1890–92.

Articles.		January.	February.	March.	April.	May.	June.	July.	August.
Oil, olive	Kilos.	265,389	145,413	293,678	221,546	309,727	378,142	183,742	137,495
Olives	,,	2,420	3,960	3,758	3,195	110	1,897	265	2,880
Spirits	Litres	1,530	3,863	11,202	3,715	14,933	8,026	2,399	4,922
Garlic	Kilos.	8,300	...	2,900	...	...	65,825	31,614	24,221
Almonds	,,	12,255	24,990	10,602	22,055	8,067	9,287	16,110	20,724
Canary seed	,,	1,634	17,802	9,450	...	3,654	5,250	10,300	67,031
Aniseed	,,	21,933	4,282	7,540	32,577	5,588	15,042	10,738	...
Rice	,,	475	669	886	562	297	99	99	128
Hazel nuts	,,	...	...	...	...	...	295	...	...
Saffron	,,	...	...	22	10	7	...	27	...
Cocoa shell	,,	...	900	460	460	3,702	...	1,762	1,90
Orange peel and vegetable produce	,,	25,197	...	...	9,316	...	9,919	4,558	3,140
Chestnuts and walnuts, &c.	,,	1,314	...	...	...	...	...	...	...
Onions	,,	...	...	...	...	...	...	...	...
Cummin seed	,,	2,490	220	1,620	1,558	1,286	2,478	4,513	3,370
Preserves	,,	3,645	539	648	607	...	1,076	240	...
Chocolate	,,	229	286	805	1,339	592	233	240	291
Esparto grass	,,	200,000	200,000	206,000	...	...	...	200,330	...
Dried fruits	,,	...	...	1,390	4,754	...	4,595	1,196	15,598
Green fruits	,,	400	...	...	...	...	...	...	380
Chickpeas	,,	166,577	505,110	271,342	189,075	127,424	168,352	99,145	86,130
Pomegranates	Pieces	...	...	...	...	...	...	...	88,643
Figs	Kilos.	23,308	3,505	44,126	865	...	...	...	667,732
Hard soap	,,	4,860	...	7,025	5,025	6,900	10,350	...	...
Lemons	,,	15,810	3,480	...	...	...	...	...	242,165
Minerals	,,	247,000	...	...	...	...	...	...	...
Oranges	,,	245,270	105,580	10,624	34,400	27,160	...	...	4,950
Manufactured palm leaf	,,	3,280	6,640	1,500	5,920	19,120	7,000	9,730	14,100
Raisins	,,	59,195	181,856	63,920	70,414	69,441	33,608	57,362	97,758
Pimento	,,	12,780	5,675	1,400	3,830	4,842	2,564	1,920	3,388
Lead	,,	1,712,503	1,761,094	1,864,022	2,091,047	1,258,928	3,984,955	2,159,073	1,019,056
Liquorice root	,,	1,500	2,340	54,640	48,500	...	126,610	64,069	49,900
Grapes	,,	...	...	...	...	...	...	...	96,297
Wines	,,	19,520,497	44,873	374,981	314,809	358,730	470,166	265,457	297,454

RETURN of the Principal Articles of Export from the Port of Malaga for the Year 1892, with Comparative Totals for 1890–92—continued.

Articles.		September.	October.	November.	December.	Totals.		
						1892.	1891.	1890.
Oil, olive	Kilos.	135,147	272,421	377,055	386,178	3,105,932	1,471,037	3,909,594
Olives	,,	...	10,640	9,108	4,215	42,488	38,620	67,909
Spirits	Litres	4,856	6,336	5,343	5,474	72,604	69,742	51,734
Garlic	Kilos.	103	7,360	18,210	3,015	162,038	38,239	228,838
Almonds	,,	115,760	106,123	158,260	52,847	557,080	782,794	650,123
Canary seed	,,	48,954	14,765	...	2,800	181,730	130,006	90,806
Aniseed	,,	10,350	4,260	14,997	3,635	130,942	194,251	166,747
Rice	,,	891	258	...	...	4,364	38,991	8,719
Hazel nuts	,,	...	536	480	4,269	5,580	1,183	3,228
Saffron	,,	...	...	20	...	86	57	560
Cocoa shell	,,	...	5,428	...	2,530	15,932	32,861	24,288
Orange peel and other vegetable produce	,,	7,710	14,700	4,042	1,100	79,882	159,475	229,509
Chestnuts and walnuts, &c.	,,	...	...	...	...	1,314	5,580	44,801
Onions	,,	...	1,000	481	...	1,481	4,516	29,950
Cummin seed	,,	1,540	6,739	338	2,520	28,672	26,476	22,066
Preserves	,,	...	711	8,350	819	16,495	11,025	26,278
Chocolate	,,	1,252	633	636	460	7,006	5,779	5,956
Esparto grass	,,	...	...	...	300,000	1,106,330	1,193,000	1,300,950
Dried fruits	,,	...	6,380	100	6,886	40,899	38,851	93,058
Green fruits	,,	...	...	4,667	...	5,447	7,979	8,640
Chickpeas	,,	126,450	271,534	189,373	135,149	2,335,671	1,531,963	1,658,718
Pomegranates	Pieces	29,535	23,115	...	...	139,293	330,740	376,444
Figs	Kilos.	72,933	133,947	15,124	20,484	981,824	249,148	479,119
Hard soap	,,	...	7,725	...	...	35,885	15,981	4,613
Lemons	,,	631,405	194,545	234,985	50,730	1,373,120	2,782,589	3,793,438
Minerals	,,	...	...	...	...	247,000	310,000	...
Oranges	,,	...	34,442	616,601	673,635	1,752,162	957,488	2,058,536
Manufactured palm	,,	7,574	11,600	18,610	17,556	122,630	93,917	93,302
Raisins	,,	529,123	2,921,669	1,000,946	357,813	5,437,105	5,736,044	4,192,565
Pimento	,,	3,640	2,860	7,189	5,778	55,866	45,346	44,765
Lead	,,	2,865,246	3,695,401	2,548,908	1,675,909	26,636,139	31,631,223	21,651,353
Liquorice root	,,	...	2,000	7,000	...	356,609	443,362	484,511
Grapes	,,	100,157	90,420	40,196	8,577	335,561	319,914	1,185,034
Wines	,,	440,961	562,347	497,937	572,772	23,720,978	10,792,875	9,091,663

Adra.

Mr. Consular-Agent Benet reports as follows:—

A still further decline in the price of lead affects the whole district; this, added to the inundations of the lowlands, has tended to augment the flow of emigration.

Sugar-cane. The production of sugar-cane has fallen off instead of increasing, but prices have improved.

Cereals. The crops of cereals have been very short, and prices, in consequence, ruled high, necessitating the import from other quarters.

Vines. As an offsett, the plantation of new vines of the Almeria grape has been entered into on a considerable scale, as the result of this fruit for the past year has been excellent, giving prominence for excellent condition to the fruit from the Dalias and and Berja districts.

The output will increase yearly, and will reach quantities of importance. Local expectation points to the eventuality of the fruit being shipped from Adra itself, instead of as hitherto per Almeria. Prices obtained for this district embracing the beforementioned have been the highest paid at Almeria during the year.

Within the past year 13 British steamers, with a tonnage of 10,100 tons, and one sailing vessel, of 117 tons, have called in to load and discharge at the Port of Adra.

Climate. The climate of Adra is benignant, and not to be surpassed in the south of Spain, and it is hoped that invalids in search of good climate, for the benefit of their health, may give this quarter a trial whenever the locality can boast of better hotel accommodation.

Return of Imports and Exports during the Year 1892.

Imports.

Articles.	Quantity.
	Kilos.
Coal	2,687,381
Coke	447,532
Cotton, raw	125,319
„ spun	37,428
Artificial manure	103,740

Exports.

Articles.	Quantity.	For—
	Kilos.	
Lead	3,399,400	England
„	258,311	France
Almonds	19,246	..
Calamine	311,000	..
Sulphuret of lead	461,104	..

AGUILAS.

Mr. Vice-Consul Naftel reports as follows: —

Arrivals of foreign vessels, all steamers, were:— Shipping.

Nationality.	Number of Vessels.	Tons.
British	67	61,627
Swedish	4	2,947
French	2	890
Norwegian	1	993
Dutch	1	976
Danish	1	714
Austrian	1	710
Russian	1	526
Total	78	69,383

IMPORTS.

Articles.		Quantity.	From—
Coal	Tons ..	2,800	Great Britain
Timber	„ ..	159	Russia
Cement	„ ..	300	France

EXPORTS.

Articles.		Quantity.	For—
Iron ore	Tons ..	31,940	Great Britain
„	„ ..	18,170	France
„	„ ..	3,560	Holland
„	„ ..	2,100	United States of America
Total	..	55,770	
Esparto	Tons ..	21,147	Great Britain
Oranges	Cases ..	2,648	„ „
Lemons	„ ..	53	„ „
Grapes	Barrels ..	6,109	„ „

The works for the construction of a port at El Stornillo for shipping iron ore have not yet commenced—in fact, the project appears to be indefinitely postponed. New port.

Shipments show an increase of 1,564 tons on those of last year. Several new shipping houses have been established here, and this article will now be exported hence in larger quantities than hitherto. Esparto.

Iron ore. An increase of 35,280 tons is observable in this the second year of railway communication with our mining districts; and this trade promises well.

Fruit. Growers now send down their produce to this port by rail from Totana, Alhama, and other outlying tracts, to be forwarded by coasting steamer for transhipment at larger ports to the United Kingdom, France, and Germany, and likewise direct when suitable opportunities occur.

Exchange. No fixed rate is to be counted upon here; there are no banking establishments of any importance, nor facilities for monetary operations; merchants have to negotiate their paper where and how they best can, and this of course affects, in a great measure, the exchange on London, so that the rate quoted from Madrid bears little relation to that which may be used here on the same day. Ships' disbursements are invariably advanced at 25 pesetas per 1*l*.

Railways. The line of the Great Southern of Spain Railway Company, Limited, of London, has been pushed on as far as Almanzora, in the province of Almeria, which was opened for traffic in June last. The following figures show the carrying returns at Aguilas for 1892:—

Articles.	Number.	Quantity.
		Tons.
Passengers	43,560	..
Minerals	..	55,426
Esparto grass	..	11,350
Sundries	..	2,960
Flour	..	1,764
Cereals	..	1,040
Straw	..	780
Liquids	..	395
Fruit	..	377
Timber	..	354
Inflammable goods	..	64
Total	43,560	81,510

Population. The population remains as at last census, about 9,000.

British residents. The total number registered at this Vice-Consulate as residing here on December 31, 1892, was 52 of both sexes.

RETURN of British Shipping at the Port of Aguilas in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
2	...	2	1,266	...	1,266	33	£ ...	39	...	39	34,539	...	34,539	772	£ ...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Spain	...	46	46	...	41,367	41,367	974	£ ...	Spain	...	17	17	...	17,235	17,235	409	£ ...
Italy	...	9	9	...	9,190	9,190	186	...	France	8	...	8	6,906	...	6,906	163	...
France	...	10	10	...	9,804	9,804	199	...	Portugal ...	...	1	1	...	713	713	16	...
									Holland ...	1	...	1	897	...	897	18	...
									United States ...	1	...	1	1,337	...	1,337	21	...
Total ...	...	65	65	...	60,361	60,361	1,359	...	Total ...	10	18	28	9,140	17,948	27,088	627	...

ALMERIA.

Mr. Vice-Consul Lindsay reports as follows :—

Unsatisfactory nature of official statistics.

I have once more to deprecate the unsatisfactory nature of official statistics.

Record of harbour works.

As a specimen of the most reliable of these, I have translated and arranged in alphabetical order the statements of imports and exports at this port during the economic year which terminated in June 30, 1892, published by the Harbour Board of this city in their "Record of the State and Progress of the Harbour Works." This I repeat is the most accurate source of information at my disposal. It is presumed to be a correct statement of every article which has entered or left the port during the period above mentioned, and on which a tax has been levied for the conservation and extension of the harbour works. I have given these in their entirety, notwithstanding the unimportant nature of most of them, apologising at the same time for the space engrossed by them, as I wish them to serve as a general index to the trade of the place.

Shipping.

There has again been a falling-off in British shipping as compared with last year. This is entirely owing to the failure of the grape crop, of which I shall speak further on.

ENTERED.

Year.	Number of Vessels.	Tons.	Crews.
1891	134	109,899	2,747
1892	133	107,947	2,599

CLEARED.

Year.	Number of Vessels.	Tons.	Crews.
1891	136	111,295	2,777
1892	132	107,648	2,584

Annex A. gives a return of vessels of all kinds visiting this port, obtained from the Board of Health.

Annex B. refers exclusively to British shipping which has transacted business with this port, and includes one vessel wrecked in the district.

No British sailing vessel has been reported at this Vice-Consulate during 1892.

Imports and exports.

The chief articles imported and exported during the year ended December 31, 1892, of which I have had cognisance, are as follows :—

IMPORTS.

Articles.		Quantity.	Value.
			£
Coal	Tons	13,890	13,890
Coke	„	939	1,760
Rails and accessories	„	3,085	21,500

EXPORTS.

Articles.		Quantity.	Value.
			£
Calamine	Tons	6,074	12,150
Iron ore	„	3,635	1,500
Esparto	„	18,198	90,990
Oranges	Cases	10,526	3,000
Almonds	„	7,059	8,520
Grapes*	Barrels ..	476,540	246,486

* See further remarks under "Agriculture."

Salt sulphur.

Besides these, some 20,000 tons of salt from the salinas, or natural evaporating basins at Cape de Gata, left this port for consumption in the Peninsula. The sulphur mines in the neighbourhood (Balsas de Gador) annually produce some 10,000 tons of excellent sulphur, which is also chiefly consumed in the Peninsula and at Marseilles.

Iron mines.

The railway to the mines at Sierra Alhamilla is not yet working, owing chiefly to preposterous demands on the part of the owner of a short strip of barren and utterly waste ground, over which a cable has to pass from the mines to the station. This strip is approximately 1,000 yards long, and I am informed that the owner has demanded 8,000 dol. as indemnity for the small space occupied by the supports of the cable. Obstacles like this are continually being thrown in the way of the foreign capitalist. A large stock of ore is ready at the mines awaiting the completion of this aerial part of the railway.

Linares-Almeria Railway.

This line is being pushed on rapidly, and, it is said, will be completed with as little delay as possible. Here also obstacles have been encountered at every step, raised by the very people who are clamouring for the railway. As some indication of the serious nature of these obstacles, I may mention that the expropriation of the space requisite for the station has cost the company 431,143 pesetas 4 c. (say 14,867*l.* at 29 pesetas per 1*l.*); and this, a local periodical says, demonstrates plainly the want of patriotism existing in the neighbourhood. The farmer of the local "arbitrios" (an octroi tax) hindered the landing of material for this railway, demanding that it should pay this extremely unpopular tax. Fortunately, after considerable delay, his pre-

tensions were withdrawn. The terminus station here is now being constructed. It is an elegant building, and is most conveniently situated close to the town.

Harbour works.

The pier extension continues steadily, though somewhat slowly. There are now (March 31) completed 1,540 metres (1,684 yards) of the western mole, with a depth of water at the end of the breakwater of 15 metres (49 feet $2\frac{4}{10}$ inches, or more than 8 fathoms). This corresponds to 910 metres of the new portion, and shows an increase of 83·70 metres since May 31 of last year. The eastern breakwater now extends to 280 metres (306 yards), and has an extreme depth of 10 metres (nearly 33 feet). At this end a considerable space has been reclaimed and filled in for quays, which are to be faced with concrete blocks, some 800 of which have been made here, and are now awaiting collocation. I understand that 4,000 of these blocks will be required to complete this work. They are of several sizes, the largest being 4 by 1·50 by 1·50 metres, or 9 cubic metres, and weighing 22 tons.

New docks scheme.

This is a gigantic undertaking, for which a concession has been obtained from Government by Mr. Richard Cook. Briefly it is for the building and working of docks and general stores at Almeria, and for the exploitation and exportation of iron and other ores from the Sierras of Finana, Beires, &c. The plans and details of the docks, &c., have been presented to the head of the Public Works Department of this province for his definitive approval, and on obtaining this the works are to commence at once. The estimated cost of the first part of the scheme, *i.e*, building the docks, &c., is, according to a local paper, 4,700,000 fr., and the same authority states that a company has been formed, with a capital of 23,000,000 fr. There is no doubt that the successful carrying out of this scheme in conjunction with the completion of the Linares-Almeria Railway would be of incalculable benefit to this neighbourhood, and facilitate the means to carry out a legitimate and lucrative enterprise.

Lead smelting.

This industry is still paralysed, and at present there are no hopes of its revival.

Bee culture.

This industry seems to be slowly improving. Very excellent honey is now made at Alboloduy, and it is presented for sale in attractive glass jars.

Silk culture.

This is decidedly reviving, especially on the confines of the province of Granada. I have been informed that at Ugijar 15,000 new mulberry trees have been planted during the last two years. It was while making inquiries as to the nature of the "Semillas de Seda," mentioned under the official return of imports, that I acquired this information. The most probable translation of this term is silk-worms' eggs, but the idea of more than 7 tons (actually 7,040 kilos., or 248,329 ounces avoird.), was too monstrous to be entertained, especially as there was, on the same page, an entry of 208 kilos. (7,336 ounces) of bonâ fide silk-worms' eggs. I have not been able to obtain any data

regarding the production of silk, as these are most jealously withheld.

New public buildings: Market.

A new public market is in process of construction, and very shortly will be opened. The entire space occupied by it is 4,466 square metres (1 acre 501 square yards), of which 2,827 square metres correspond to the edifice, and 1,639 square metres to the surrounding streets.

The edifice is a handsome structure, built entirely of iron, with the exception of the western façade, which is of dressed stone and brick, and contains 308 stalls for the vendors of market produce. The contractor has also built 55 shops in the surrounding streets as a private venture.

Townhall.

The new edifice has a frontage of 25 metres, and will have a hall 16 metres long by 9·30 metres broad and 8 metres high, with galleries for the public.

Chapels, cottages, and dwelling-houses.

Two small churches and 54 cottages for the poor have been built with funds supplied by public charity. Besides these over 100 houses which had suffered from the floods have been reconstructed with the sum apportioned by the Royal Commissioner for the alleviation of the misery caused by the inundation.

Electric lighting.

This continues to extend, and it is really a credit to the constancy and perseverance of the "Empresa de Alumbrado Electrico," whose working partners are D. Guillermo Lopez Rull and D. Bernabé Gomez. The "Paseo (or boulevard) del Principe" is now most efficiently illuminated by arc lamps, supported by columns of about 25 feet high, placed in the centre of this "alameda." Señor Gomez has kindly furnished me with the following particulars, which may be of interest to electricians:—

Details.

The system of distribution is that of continuous currents at 108 volts tension in the line and all the lighting apparatus in derivation, with two aërial cables to supply the current. The edifice covers a space of 400 square metres and shelters two efficient boilers, two dynamos (one of them a high-class "gramme"), together representing 600 ampères and 245 volts, moved by an engine of 80 horse-power indicated. The distributing wires form a network of some 4 kiloms., being completely aërial, thanks to the extraordinary facilities afforded by flat roofs and naked cables. The light is supplied at the option of the consumer in one of the three following forms:—

(*a*) By payment of a fixed sum per month;
(*b*) By measurement by electric meter;
(*c*) By hours measured by meter.

(*a*) The lamps used in this town are of 10, 16, and 25 candle-power. The price per month, with the right of utilising the whole time of illumination, is as follows:—10 candle-power lamp, 5 pesetas per month; 16 candle-power lamp, 7 pesetas 50 c. per month; 25 candle-power lamp, 11 pesetas 25 c. per month. For the first 3 months after installation no charges are made for repairs.

(*b*) The price per electrometer is 75 c. per kilo-Watt-hour, plus a sum to represent the hire of the meter proportionate

to the consumption, which charge ranges between 7 pesetas 50 c. and 20 pesetas monthly. These meters (Aron's system) are only supplied where a consideraole number of lamps is used.

(*c*) Payment by meter per hour is made for each lamp at the following rates, viz., 10 candle-power lamp, 0·035 pesetas per hour; 16 candle-power lamp, 0·055 pesetas per hour; 25 candle-power lamp, 0·0825 pesetas per hour. The hour meter used is that of Aubert, of Laussane.

Arc lights.

The regulators used for the arc lamps are the last pattern of Siemens' deferential and his rubber lamp. Each pair is mounted in tension, and consumes 10 ampères per pair, with a luminous intensity per lamp of 1,200 candles. The price of this lamp is 5 pesetas per lamp day and night, the firm being responsible for the renovation of carbons, cleaning, looking after, fitting up, and all expenses which might arise, including wilful breakage by malicious persons. Light is supplied from dusk till 1 A.M. in the summer, and to 12.30 midnight during the rest of the year, or 8 hours for the longest duration of the daily service and 5 hours for the shortest.

Agriculture.

Almeria-Vega crops.

This fertile ground, formed chiefly by the delta at the mouth of the River Andarax, and whose accumulation has been the work of centuries, consists of 3,369 acres, of which 172 acres may be regarded as the kitchen gardens of the town, the remainder on either side of the river being chiefly dedicated to growing cereals. The method of irrigation in use at the present day is almost identical with that practised by the Moors, each farmer receiving a quantity of water proportionate to the land which he cultivates. The huertas, or kitchen gardens, produce potatoes, Indian corn, pot-herbs, and garden stuff generally, and furnish sufficient vegetables (according to an intelligent agriculturist) to supply a town of 120,000 inhabitants. The mean net produce amounts to approximately 100 pesetas per tahulla, say 12*l.* 10*s.* per acre, taking the exchange at 29 pesetas per 1*l.* The rest of the Vega produces two crops of cereals per year, three-fourths of it being half barley and half Indian corn, and the other fourth wheat. The Indian corn and wheat, as a rule, produce 6 pesetas per tahulla, say 15*s.* 2*d.* per acre, and the barley 10 pesetas, say 25*s.* per acre. Roughly, from 45,000 imperial bushels to 50,000 imperial bushels of barley, and the same amount of Indian corn, are annually raised. The average price the farmers receive for their crops is as follows:—

Articles.	Average Price.	
	Per Fanega.	Per Bushel.
	Pesetas c.	*s. d.*
Indian corn	6 25	2 10
Barley	5 0	2 3
Wheat	10 0	4 6

After supplying the wants of this city a large surplus is exported, some notion of which may be formed from the following items taken from the table of exports, viz.:—254 tons Indian corn, 173 tons barley, 2½ tons onions, 63 tons green peas, 6 tons beans, 22½ tons French beans, and other garden stuffs, 611 tons potatoes, 153 tons tomatoes, &c. It is to be noted that some of these items are not raised wholly in the Vega, but come also from the villages on the river.

Grape crop.

As already mentioned this has been very scanty last season, on account of mildew, and, as if that were not sufficient, the floods which recurred on September 2 put the finishing stroke to the disaster. Instead of over 1,250,000 barrels, as was expected, only 476,540 barrels were exported. These were disposed of as follows:—

To—	Quantity.
	Barrels.
London	116,513
Liverpool	148,087
Glasgow	55,497
Bristol	4,031
Hull	6,437
Russia and Denmark	6,000
New York	124,975
Philadelphia and Boston	15,000
Total	476,540

Oranges.

The cultivation of the orange tree is making rapid strides. This will evidently become a staple export in future. Last season, as already mentioned, 10,526 cases were exported.

Other fruits.

Of other fruits exported, the following are the chief, viz.:—

Description.	Quantity.
	Cases.
Prickly pears (chumbos)	334
Pomegranates	78
Lemons	74

Roman remains.

The ruins of a not inconsiderable Roman town have been discovered between the villages of Agua Dulce and Roquetas. This is supposed to be the last Turaniana. Several objects of interest have been found, including coins, amphoræ, women's ornaments, &c. It is proposed to explore these ruins on a large and systematic scale, and Government aid was asked for this purpose. Unfortunately this takes long in appearing, and meanwhile individuals are carrying off and appropriating what ought to be carefully treasured up in a museum.

Annex A.—Return of Vessels of all kinds which Visited Almeria during the Year 1892.

Nationality.	Entered.			Cleared.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
Spanish	982	359,512	15,321	982	359,512	15,320
British*	149	139,975	5,086	149	139,975	5,084
French	12	4,451	175	12	4,451	172
Portuguese	5	395	37	5	395	37
Belgian	1	1,352	22	1	1,352	22
Danish	2	313	31	2	313	31
Italian	8	2,928	83	8	2,928	83
Russian	4	1,714	136	4	1,714	131
Austrian	1	980	26	1	980	26
Swedish and Norwegian	12	5,959	189	12	5,959	189
German	5	3,227	82	5	3,227	82
Total	1,181	520,806	21,188	1,181	520,806	21,177

* Including six of H.M. ships of war with 55 large guns, and 42,860 tons displacement, besides yachts and other vessels which did not enter at the custom-house.

Annex B.—Return of British Shipping at the Port of Almeria in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
18	3	21	13,594	1,986	15,580	390	...	87	...	87	66,765	...	66,765	1,664	...

Indirect or Carrying Trade in British Vessels from and to other Countries,

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	77	9	86	63,076	6,040	69,116	1,666	...	Spain	19	11	30	15,635	7,859	23,494	556	...
Italy	4	4	8	3,067	3,849	6,916	165	...	United States ...	12	...	12	15,342	...	15,342	314	...
Algeria	2	5	7	1,125	4,790	5,915	131	...	Algeria	...	1	1	...	695	695	17	...
Greece	5	...	5	5,078	...	5,078	121	...	Belgium	1	...	1	577	...	577	16	...
France	2	2	4	1,504	1,630	3,134	75	...	France	1	...	1	775	...	775	17	...
Austria	1	...	1	1,135	...	1,135	28	...									
Sweden	1	...	1	1,073	...	1,073	23	...									
Total... ...	92	20	112	76,058	16,309	92,367	2,209	...	Total	33	12	45	32,329	8,554	40,883	920	...

Annex C.—RETURN of Exports from Almeria during the Economic Year 1891–92 (from a Record published by the Harbour Board).

Articles.		Quantity.
Almonds	Tons	233
„ (transhipment)	„	2
Apples	Cwts.	14
Bacon	„	2
Barley	Tons	173
Beans	„	6
Bones	Cwts.	28
Books	„	4
Calamine	Tons	2,445
Canvas shoes	„	37
Cattle—		
Asses	Head	25
Goats	„	361
Horses	„	122
Mules	„	220
Oxen	„	4
Swine	„	12
„ fattened	„	14
Cheese	Cwts.	6
Chemicals	Tons	5
Chestnuts	„	44½
Chicory	Cwts.	2
Chocolate	„	6
Cinnamon	„	2
Clay	Tons	17
Coal	„	711
Coffee	Cwts.	8
Colocynth	Tons	4½
Cocoa nibs	Cwts.	6
Cork	Tons	2
Corsets	Cwts.	2
Cotton	„	2
Cutlery	„	12
Drugs	„	4
Earthenware	Tons	6
„ fine	Cwts.	7
Earths for building	Tons	9
Eggs	Cwts.	4
Esparto	Tons	10,000
„ manufactured	„	643
Excrement	„	14
Fans	Cwts.	16
Figs	Tons	13
Flour	„	25
Flowers, artificial	Cwts.	2
Fish	Tons	9½
French beans	„	6½
Fruits	„	20
Furniture	Cwts.	2
Gas meters	„	8
Garden stuffs	Tons	16
Gin	„	1
Glass	„	1
Grapes (barrels of 2 arrobas)	Barrels	663,254
„ „ 1 arroba	„	12,575
„ transhipment (barrels of 2 arrobas)	„	431
Green peas	Tons	863
Guano	„	

RETURN of Exports from Almeria during the Economic Year 1891–92 (from a Record published by the Harbour Board)—continued.

Articles.		Quantity.
Gypsum	Tons	19
Haberdashery	Cwts.	4
Hams	Tons	3
Hardware	„	5
Hats	„	1½
Hemp	Cwts.	2
Hewn stone	Tons	4
Honey	Cwts.	6
Hoops, barrel	Tons	9
Horns	„	½
Hydraulic lime	„	250
Iron	Tons	47
„ beds	Cwts.	7
„ manufactured	Tons	2
Ironmongery	„	6
Iron ore	„	4,245
Jewellery	Cwts.	4
Kitchen utensils	„	8
Lead, argentiferous	Tons	222
„ desilverised	„	214
„ ore	„	1,815
„ pipe	„	2½
„ smoke	„	85
Leather	Cwts.	2
Lemons	Tons	15
Machinery	„	8
Marble	Cwts.	4
Maize (Indian corn)	Tons	254
Melons	„	11
Metals	„	6½
Millstones	Cwts.	12
Mirrors	„	4
Molasses	Tons	108
Nougat	Cwts.	2
Nitrate of soda	„	10
Olive oil	Tons	2
Onions	„	2½
Oranges	„	458
„ (transhipment)	„	14
Packing cases	„	50
Paper, common	„	7
„ writing	„	1
Pasteboard	Cwts.	16
Pepper	„	4
Perfumery	„	8
Pigeons, live	Birds	2
Pine wood	Tons	453
Plants	Cwts.	2
Porcelain	„	2
Potatoes	Tons	611
Pomegranates	„	9½
Preserves	Cwts.	3
Prickly pears	„	12
Rags	Tons	65
Raisins	„	12
„ (transhipment)	„	4
Red lead	„	1
Reed canes	„	4
Refuse (from olives, grapes, &c.)	„	40

RETURN of Exports from Almeria during the Economic Year 1891–92 (from a Record published by the Harbour Board)—continued.

Articles.		Quantity.
Salt fish	Tons	5
Sardines	„	33
Silk, raw	„	10½
„ waste	Cwts.	25
Shoes	„	4
Skins with hair	Tons	10
Soap	Cwts.	6
Spices	„	4
Staves	Tons	4
Steel	„	1½
Sugar	„	162
Sulphur	„	3,581
Sweets	Cwts.	9
Sweet potatoes	Tons	16
Tanned skins	Cwts.	2
Tar	Tons	62
Textiles	„	32
Tin-plate	Cwts.	6
Thread	Tons	4½
Tobacco	Cwts.	8
Tomatoes	Tons	153
Tools	Cwts.	10
Tow	Tons	3
Toys	Cwts.	6
Turkeys	Fowls	21
Umbrellas	Ton	½
Vegetable hair	Cwts.	17
Walking sticks	„	12
Walnuts	„	26
Watches	„	2
Wax, manufactured	„	2
White lead	Tons	75
Wine	„	1½
„ lees	„	6
Wire	„	2½
Wood, fine	Cwts.	12
„ manufactured	„	4
Wooden carts	Tons	6
Wool, uncleaned	„	62

Annex D.—RETURN of Imports at Almeria during the Economic Year 1891–92 (from a Record published by the Harbour Board).

Articles.		Quantity.
Alcohol	Tons	36
Alcoholic liquors	„	[illegible]
Almanacks	Cwts.	4
Almonds	Tons	25
„ in shell	„	6½
Arms	„	1
Artichokes	Cwts.	8
Bacon	„	14
Banderillas	„	2
Barley	Tons	26
Bedsteads, iron	„	36
Beer	„	68
Beans	Cwts.	6
Bird-seed	Tons	21
Biscuits	„	2½
Blacking	Cwts.	9
Books	Tons	3
Bottle corks	Cwts.	16
Bran	Tons	560
Brass	Cwts.	26
„ manufactured	„	11
Bricks, fire	Tons	175
„ ordinary	„	9
Barrel hoops	„	1,046
Bronze	Cwts.	11
Candles	Tons	12
Canvas shoes	„	1
Caps	Cwts.	3
Carpets	„	2
Cement	Tons	850
Chemicals	„	11
Cattle—		
Asses	Head	8
Bullocks	„	252
Goats	„	157
Horses	„	7
Oxen	„	18
Swine	„	191
Champagne	Tons	2
Charcoal	„	1,423
Cheese	„	16
Chicory	„	4
Chocolate	„	79
Cigar cases	„	1
Cinnamon	Cwts.	8
Clay	Tons	24
Clocks	Cwts.	14
Coal	Tons	7,136
Cocoanuts	„	2
Cocoa nibs	„	8
Coal, small	„	105
Coffee	„	37
Colours	„	3
Cognac	„	5½
Copper	„	12
Copper sulphate	„	14
Copperas	„	24
Cork	„	38
„ dust	„	1,689

RETURN of Imports at Almeria during the Economic Year 1891–92 (from a Record published by the Harbour Board)—continued.

Articles.		Quantity.
Cotton	Tons	127
Coffins	Cwts.	25
Corsets	„	2
Crucibles	„	6
Crystal	„	10
Cutlery	„	24
Dates	Tons	9
Deal	„	3,982
Dried tunny fish	„	4
Drugs	Tons	82
Dynamite	„	8
Earthenware, fine	„	32
„ ordinary	„	41
Earths for building	„	15
Edible cyperus	Cwts.	16
Electrical apparatus	„	9
Esparto	Tons	856
„ manufactured	„	9
Fans	„	2
Fish	„	3
„ salt	„	407
Flour	„	5,991
„ prepared with milk	Cwts.	29
Flowers, artificial	„	16
French beans (haricot beans)	Tons	10
Fruits	„	5
Furniture	„	24
Garden stuffs	Cwts.	6
Garlic	Tons	2
Gas apparatus	„	2½
Gas meters	Cwts.	14
Garbanzos (chick peas)	Tons	67
Gin	„	6
Glass	„	67
Glue	Cwts.	13
Goats' hair	Tons	1½
Grapes (from the coast)	Barrels	574
Grease	Tons	2
Grindstones	„	8
Guano	„	16
Gum	Cwts.	2
Haberdashery	„	10
Hams	„	12
Hats	Tons	3½
Hardware	„	21
Hazel nuts	„	36
Hemp	„	72
Ink	Cwts.	10
Iron, manufactured	Tons	14
„ pig	„	89
„ tubes	Cwts.	5
„ wrought	Tons	455
Ironmongery	„	124
Ivory black	„	18
Jewellery	Cwts.	5
Jute	Tons	17
„ spun	„	2
Kitchen utensils	„	5
Lamps	„	5

RETURN of Imports at Almeria during the Economic Year 1891–92 (from a Record published by the Harbour Board)—continued.

Articles.		Quantity.
Lard	Tons	11
Lead, manufactured	„	7½
„ pipe	„	21
Leather	„	4
Lemons	„	3
Logwood	„	3½
Machinery	„	734
Macaroni	„	55
Mahogany	„	4
Manure, artificial	„	72
Matches	„	65
Marble	Cwts.	30
Mercery	„	2
Metals	„	2
Metal, manufactured	„	2
Millstones	Tons	3
Mineral waters	„	3½
Mirrors	„	2½
Mops	Cwts.	7
Mosaics	Tons	25
Nails, iron	„	70
Nitrate of soda	„	133
„ potash	„	7½
Nougat	Cwts.	33
Oars	Dozs.	16½
Oil, olive	Tons	532
„ linseed	Ton	1
„ medicinal	Cwts.	4
Olives	Tons	21
Onions	„	72
Optical instruments	Cwts.	7
Oranges	„	33
Osiers	„	10
Osier baskets	„	15
Packing cases	Tons	40
Paints	„	3
Palm branches	Cwts.	9
Paper, common	Tons	50
„ fine	„	82
Pastes for cleaning metals	Cwts.	2
Pasteboard	Tons	2½
Peanuts	„	26
Pepper	Cwts.	28
Petroleum	Tons	388
Perfumery	„	3
Pianos	Instruments	11
Pictures	Cwts.	13
Plants	Tons	17
Playing cards	Cwts.	4
Plaster of Paris figures	„	7
Pomegranates (transhipment)	Tons	24
„ rind	„	2½
Pork	Cwts.	5
„ sausage	Tons	1½
Potash	Cwts.	3
Potatoes	Tons	6½
Potato starch	„	9
Preserves	„	6½
Printed materials	Cwts.	23

RETURN of Imports at Almeria during the Economic Year 1891–92 (from a Record published by the Harbour Board)—continued.

Articles.		Quantity.
Printing type	Cwts.	2
Prints	„	3
Rails	Tons	121
Rabbit wool	Cwts.	4
Raisins	Tons	14
Red lead	„	3
„ ochre	„	5½
„ pepper	„	44½
Resin	„	35
Rice	„	1,472
Rigging	„	2
Ropes	„	12
Rum	Cwts.	33
„ native	Tons	5
Saddlery	„	8
Salt	„	199
Sardines	„	329
Sausages	Cwts.	10
Semillas de seda*	Tons	7
Semolina	„	1
Sewing machines	„	31
Shoes	„	2
Silk cocoons	Cwts.	75
„ raw	„	4
Silkworms' eggs	„	4
Skins (with hair)	Tons	2
„ tanned	„	11
Slow match	Cwts.	17
Soda, bicarbonate	Tons	2½
„ caustic	„	34
Sole leather	„	45
Spices	„	37
Starch	„	43
Staves	„	2,572
Stearine	„	6
Steel	„	29
Sugar	„	709
Sumac	„	10
Sulphur, powdered	„	46
Sweets	Cwts.	44
Sweet potatoes	Tons	5
Soap	„	1,031
Syrups	Cwts.	11
Tallow	Tons	5
Tanning bark	„	8
Tar	„	8
Tea	„	2
Telephone material	Cwts.	13
Thread	Tons	18
Tiles, encaustic	„	119
Timber	„	93
Tin	Cwts.	2
Tin-plate	Tons	9
Tobacco	„	507
Tools	„	2½

* I have not been able to ascertain the nature of this article, or to determine whether it belongs to the animal or vegetable kingdom. (See further remarks under "Silk Culture.")

RETURN of Imports at Almeria during the Economic Year 1891–92 (from a Record published by the Harbour Board)—continued.

Articles.		Quantity.
Tomatoes	Ton	1
Tow	Cwts.	8
Toys	Tons	2
Trees	Cwts.	5
Umbrellas	„	4
Undertakers' materials	„	7
Varnish	„	5
Vegetable hair	„	6
Vinegar	Tons	10
Walking sticks	Cwts.	12
Watches	„	4
Wax, raw	„	16
„ manufactured	Tons	3
Whisky	Cwts.	7
White lead	Tons	2
Wine	„	440
Wire	„	535
Wood, fine	„	4
„ manufactured	„	8½
Wooden carts	„	62
Wool	Cwts.	15
„ waste	Tons	15
Wormwood	Cwts.	2
Woven goods	Tons	670
Zinc	„	14

CARTAGENA.

Mr. Vice-Consul Milvain reports as follows :—

Year.	British Vessels Entered.		British Vessels Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1892	372	351,866	375	355,743

Shipping.

During the year ending December 31 last, British shipping has been more plentiful here than during the year 1891, but it does not by a long way come up to some of the years previous to that. The increase over the year 1891 is 64 ships, with a total tonnage of 64,528 tons.

Exports.

This export, the principal one of the district, has been larger than during the previous year, the increase amounting to 97,000 Iron ores.

tons. Though it is satisfactory to note that there has been an increase, the output fell considerably short of what it ought to have been, having regard to the fact that as much as 824,000 tons was shipped in 12 months a year or two back. The prices of the ores, both dry iron and manganese, have also been far from satisfactory, and what has aided the merchants here, and enabled them to sell, when under other circumstances it would have been impossible to do so, has been the, to them, very favourable rates of exchange between England and this country. The total quantity of iron ores shipped during the past year was 518,000 tons, and was sent to the following countries :—

Country.	Quantity.
	Tons.
United Kingdom	290,500
America	105,000
Holland	92,500
France..	28,000
Germany	2,000

Of the ore shipped to the United States of America, 96,000 tons were of dry iron ore, and 9,000 tons of manganese.

Zinc ores. There has also been an increase in the exportation of these ores, the quantity being 11,400 tons against 7,500 tons in 1891. With the exception of a cargo or two, which were sent to Bordeaux and Terneuzen, the whole was shipped for Antwerp.

Esparto. The quantity of esparto shipped from here was 11,250 tons, and, compared with the previous year, shows a decrease of 3,767 tons. The large drop in this article of export may be put down to the fact that esparto, which in other years has been shipped from here, last year went to Aguilas, by the Great Southern of Spain Railway, which has been partly opened for traffic. The whole of the shipments from here were made to England and Scotland.

Lead. The following shows the quantity of soft and silver lead in pigs exported in 1892, viz. :—

To—	Quantity.	
	Silver Lead.	Soft Lead.
	Tons.	Tons.
France	20,392	6,519
United Kingdom	18,068	15,327
Belgium	3,436	..
Total	41,896	21,846
Grand total	63,742	

This total is greater by 11,371 tons than that of the previous year.

1,620 tons of lead ores in the natural states were exported as follows:—

To—	Quantity.
	Tons.
France..	694
United Kingdom	116
Belgium	290
Italy	520
Total	1,620

18 tons of pure silver were shipped to London. Silver.

Imports.

The importation of coals and coke, notwithstanding the duty imposed by the new Spanish tariff, shows an increase of 14,026 tons. The increase in the coke was only 500 tons, coal accounting for the rest. The actual quantities imported were— Coals and coke.

Articles.	Quantity.
	Tons.
Coals	75,611
Coke	30,371
Total	105,982

One or two of the merchants here have been trying other descriptions of coals and coke than that usually employed in smelting here, viz., North of England, and one or two cargoes were brought from Germany and the North of Spain during the Durham miners' strike at the beginning of the year. The result of the experiment was not highly satisfactory, but sufficiently so to induce importers to repeat it in case of the same stagnation in exports from Great Britain occurring again by cause of strikes or other impediments to free commerce.

1,860,000 superficial feet of pitch-pine lumber and timber were received in Italian bottoms from the Southern States of America. From Canada 300 standards of spruce deals, and from the Baltic 2,130 standards of red and white pine deals were imported. It is probable that in the future very little wood will be received from Canada, as the merchants here consider they can get cheaper and better quality of woods from the Baltic. Wood.

From Norway 1,054 tons of dry salt codfish was received, Codfish.

which is as nearly as possible the same quantity as was imported from the same country during 1891.

New dry dock. Before the retirement from office of the Conservative Government a Bill was passed providing for the construction of a new Government dry dock in the arsenal at this port, and notification was given for firms to send in estimates for the work. Since the Liberal Government has come into power, however, this Bill has been repealed, and, though I understand that the work will still be carried out, it is the intention of the present Government to make some alterations in the mode of construction, so that the dock may be constructed more economically than under the first plans.

Harbour works. Dredging operations are still going on with a view to getting a minimum depth of 27 feet inside the port.

The quays are being gradually extended.

The lighthouses on the piers have been completed and are now in use for the guidance of vessels into the port.

Population. The population is increasing, there being now about 88,000 inhabitants.

The labouring classes are employed in the mines, the naval arsenal, and on the shipping. In the arsenal there are about 2,000 men constantly engaged.

Agriculture. The crops last year were fairly good, but this is not an agricultural district, and the crops grown are by no means sufficient to supply the wants of the population.

Public health. The public health during the last year has been fairly good.

RETURN of British Shipping at the Port of Cartagena in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
97	10	107	71,142	8,876	80,018	1,973	116,700	206	...	206	186,439	...	186,439	4,164	560,000

Indirect and Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									
Spain	...	114	114	...	97,252	97,252	2,178	...	United States ...	40	...	40	55,366	...	55,366	958	27,100
Italy	...	89	89	...	102,574	102,574	1,965	...	Netherlands ...	32	...	32	36,250	...	36,250	714	33,450
France	...	44	44	...	49,734	49,734	1,061	...	Belgium ...	12	...	12	13,477	...	13,477	373	31,700
Egypt	...	5	5	...	7,239	7,239	163	...	France	11	21	32	9,575	15,438	25,013	603	24,825
Greece	...	2	2	...	2,454	2,454	46	...	Germany ...	1	...	1	1,051	...	1,051	20	1,050
Austria	...	4	4	...	5,346	5,346	101	...	Spain	...	52	52	...	38,147	38,147	841	...
Germany	2	...	2	2,061	...	2,061	46	2,300									
Finland	3	...	3	2,502	...	2 502	56	6,335									
Antwerp	2	...	2	2,686	...	2,686	51	2,800									
Total ...	7	258	265	7,249	264,599	271,848	5,667	11,435	Total ...	96	73	169	115,719	53,585	169,304	3,509	118,125

GARRUCHA.

Mr. Vice-Consul Pecket reports as follows :—

As the district assigned to this Vice-Consulate at the beginning of this year introduces some changes in the limits and list of sub-ports given in my report for the year 1888 it will be desirable to point out the alterations which have taken place therein.

New boundaries. Sub-ports.

The new boundaries, in addition to the sub-ports already mentioned, viz.: Terreros, Pozo del Esparto, Villaricos, Palomares, La Bolaga, Ferreila, Macenas, Carboneras, and Agua Amarga, all of which are under the custom-house at Garrucha, where vessels bound to them must first call to provide themselves with the necessary documents, include the following ports of the fourth class, viz., Escullas, Las Megras, San José, San Pedro, Rodalquilar, and San Miguel. These places are within the jurisdiction of the custom-house at Almeria, and all vessels trading to them should first proceed thither to clear inwards and comply with the custom-house requirements.

The new limits on the seaboard are from Cape de Gatte on the west to Cape Terreros on the east, and inland embrace that part of the province of Almeria included between its eastern, northern, and part of its western boundaries, and a line drawn from the lighthouse on Cape de Gatte and passing on the eastern side of Lucar.

Trade and Commerce.

Exports and imports.

The exports from this district during the past year exceeded those of 1891, as will be seen by the annexed tables, by 35,670*l.*, whilst the imports were 8,119*l.* less in value than in the previous year. The total movement being 27,551*l.* in favour of 1892.

The increase in the exports is accounted for by the continued activity in the iron ore trade; 10,850 tons more of this mineral were shipped during 1892 than in 1891, and by the excess of 571 tons of rich silver-lead exported in the former over the latter year.

The slight decrease was caused principally by the unusual importation of some very valuable pumping machinery in 1891, together with the value of 6,262 tons of coke and coals less introduced than in 1891.

TABLE showing the Gross Values of Exports and Imports during the Year 1891 compared with those for the Year 1892.

	Value.			
	1891.	1892.	Increase in 1892.	Decrease in 1892.
	£	£	£	£
Exports..	477,256	512,926	35,670	..
Imports..	199,500	191,381	..	8,119
Total.. ..	676,756	704,307	27,551	..

The particulars and approximate value of the imports and exports for the year are as follows :—

EXPORTS (FOREIGN), 1892.

Articles.	Quantity.	Value.
	Tons.	£
Iron ore	128,450	64,200
Silver lead	12,471	384,100
Esparto	4,861	35,200
Palmeto leaves	148	1,260
Oranges and lemons	1,283	9,200
Various articles	132	3,140
Total	147,345	497,100

COASTWISE.

Articles.	Quantity.	Value.
	Tons.	£
Marble	287	8,140
Soapstone	173	690
Palmeto	86	610
Esparto	76	760
Bar-iron	37	370
Rice..	14	280
Flour	21	330
Lead ore	309	2,470
Coke and coals	43	65
Timber and deals	24	240
Iron ore	20	11
Oranges and lemons	20	180
Various articles	56	1,680
Total	1,166	15,826

IMPORTS (FOREIGN), 1892.

Articles.	Quantity.	Value.
	Tons.	£
Coke	14,259	31,200
Coals	6,248	9,300
Manufactured iron	11	170
Fire-bricks and clay	3	11
Machinery	16	1,200
Timber and deals	1,611	14,500
Various articles	48	2,100
Total	22,196	58,481

COASTWISE.

Articles.	Quantity.	Value.
	Tons.	£
Petroleum	352	3,530
Salt	750	720
Rice	449	8,160
Flour	12	190
Lead ore	10,419	83,350
Iron „	822	450
Timber and deals	447	4,540
Cotton and woollen goods	38	7,600
Coals	442	620
Soap	342	8,850
Iron and steel	183	2,240
Chemicals and drugs	22	260
Salt fish	27	580
Sugar	89	3,560
Spirits of wine	28	1,120
Hydraulic cement	13	40
Beans	16	320
Indian corn	121	1,330
Various articles	136	5,440
Total	14,708	132,900

The iron ore was shipped to the following countries; with the exception of one small German steamer, entirely in British vessels:—

Country.	Number of Vessels.	Tons.
England	51	97,350
United States of America	7	17,200
France	1	1,700
Holland	2	4,170
Belgium	3	8,030
Total	64	128,450

The 12,471 tons of silver lead, containing about 90 ounces of silver to the ton of lead, were shipped exclusively in British bottoms to the north of England.

The esparto was also shipped in British steamers to the United Kingdom, and the oranges in like manner to London.

The importation of coals, coke, machinery, fire-clay, &c., from the north-east ports of England was also under the British flag.

British trade.

It will thus be seen that the whole of the carrying trade is in the hands of the British shipowner, that is to say, the foreign carrying trade, which is the only one permitted to vessels that are not under the Spanish flag. Were it otherwise, and the coasting trade open to foreigners, no doubt the whole of it also would be carried on in British vessels to the manifest gain both to the merchant and consumer in a district where there are no railways, few roads, and where the excessive rates of freights coastwise caused by this exclusive monopoly often render impossible the carrying on of small industries altogether.

Shipping and Navigation.

The following tables show the movements of British, foreign, and coasting ships for 1892 compared with 1891:—

TABLE showing the Number of Foreign Trade Vessels Entered and Cleared at the Port of Garrucha in 1892.

ENTERED.

Flag.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
British	21	14,935	374	19,523	98	102,775	2,079	119	117,710
Spanish	..	..	..	..	2	554	24	2	554
Other flags	5	941	44	1,177	1	1,545	29	6	2,486
Total	26	15,875	418	20,700	101	104,874	2,132	127	120,750

CLEARED.

Flag.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
British	96	96,718	2,046	148,391	13	8,571	224	109	104,289
Spanish	3	1,054	31	140	..	..	..	3	1,054
Other flags	5	2,012	58	3,084	..	..	..	5	2,012
Total	104	98,784	2,135	151,615	13	8,571	224	117	107,355

TABLE showing the Number of Foreign Trade Vessels Entered and Cleared at the Port of Garrucha in 1891.

ENTERED.

Flag.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
British	26	19,698	480	26,113	76	78,466	1,686	102	98,164
Spanish	4	2,836	93	460	1	1,010	25	5	3,846
Other flags	4	784	37	300	1	1,349	22	5	2,133
Total	34	23,318	610	26,873	78	80,825	1,733	112	104,143

CLEARED.

Flag.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
British	103	97,676	2,140	128,798	4	3,156	77	107	100,832
Spanish	4	3,549	86	3,434	..	..	..	4	3,549
Other flags	5	2,308	59	3,441	..	..	..	5	2,308
Total	112	103,533	2,285	135,675	4	3,156	77	116	106,689

TOTAL Imports and Exports in British Vessels in 1892, compared with those in 1891.

Year.	Imports.			Exports.			Total.
	Steam Ships.	Sailing Ships.	Total.	Steam Ships.	Sailing Ships.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1892	20,537	...	20,537	144,397	...	144,397	164,934
1891	26,113	...	26,113	128,798	...	128,798	154,911
Difference ...	− 5,576	...	− 5,576	+ 15,599	...	+ 15,599	+ 10,023

Number and Tonnage of Spanish Coasting Vessels Entered and Cleared in 1892.

Entered.

Class.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
Steam ships	20	2,280	260	5,051	52	44,057	1,058	72	46,937
Sailing „	358	15,872	2,147	14,347	..	..	..	358	15,872
Total	378	18,752	2,407	19,398	52	44,057	1,058	430	62,809

Cleared.

Class.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
Steam ships	10	1,440	130	55	15	4,410	217	25	5,850
Sailing „	83	2,274	425	1,078	302	14,056	1,842	385	16,330
Total	93	3,714	555	1,133	317	18,466	2,059	410	22,180

Number and Tonnage of Spanish Coasting Vessels Entered and Cleared in 1891.

Entered.

Class.	With Cargo.				In Ballast.			Total.	
	Number of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
Steam ships	24	3,565	314	612	50	41,781	1,020	74	45,346
Sailing ,, ...	355	15,564	1,032	13,886	2	119	13	357	15,683
Total	379	19,129	1,346	14,498	52	41,900	1,033	431	61,029

Cleared.

Class.	With Cargo.				In Ballast.			Total.	
	Number of of Ships.	Tonnage.	Crew.	Cargo.	Number of Ships.	Tonnage.	Crew.	Number of Ships.	Tonnage.
Steam ships	10	1,440	130	88	15	4,017	226	25	5,457
Sailing ,, ...	132	2,382	613	1,413	314	13,929	1,874	446	16,311
Total	142	3,822	743	1,501	329	17,946	2,100	471	21,768

Coasting trade.

The coasting trade consists principally of imports, the exports are of little importance.

The imports are, as in other years, chiefly lead ore for the smelting works, and such commodities as are not allowed to be imported direct from the foreign market, but have to be taken first to a custom-house for their introduction, and after being landed and the duty paid, are sent along the coast in faluchos and small steamers at a rate of freight infinitely above the long over-sea one.

The exports are confined to native produce, marble from the Macael Quarries and soapstone from Somontin and Lucar.

Foreign vessels.

The foreign vessels—not British or Spanish—were two Russian sailing ships with deals from the Baltic and three Portuguese schooners with pit-props. The Russian vessels sailed in ballast, and the Portuguese took small parcels of palmeto leaves back to Portugal.

Port.

Garrucha is still an open roadstead, and shipments continue to be made from off the beach, the principal export, iron ore, being carried by hand in esparto baskets, and thrown into barges moored in the surf at a cost of about 1*s.* per ton.

This gives rise to very considerable loss whilst loading, besides seriously altering the mechanical condition of the ore. Several schemes for a mole or breakwater have been proposed, but nothing practical has yet resulted.

Ship-building.

There was, it appears, an attempt made some years ago to establish ship-building here, and, in fact, a brig, "El Observador," of over 300 tons register was built and fitted out at Garrucha for the American trade; but nothing seems to have come of it, and now the only craft built here are large cargo barges and a very superior class of fishing boat.

Return freights.

Vessels discharging outward cargoes here have a special advantage as to return freight, both dead weight, such as iron ore and bar-lead, and light cargoes of esparto are always procurable to the United Kingdom as well as oranges to London in the season, *i.e.*, from November 1 to about the middle of December.

Hardly any chartering, however, is done here, and it would not be advisable for vessels to come seeking as the receivers of the cargo invariably insist on chartering in London.

Average rates of freight.

The average rates of freight throughout the year were as follows:—

From north-east ports of England, coke 12*s.* 3*d.* per ton; coals 9*s.* per ton.

For iron ore to the United States, 8*s.* 6*d.* per ton; to north-east ports of England, 7*s.* 3*d.* per ton; to Newport and Cardiff, 6*s.* 7*d.* per ton; Maryport, Barrow, and Glasgow, 7*s.* 8*d.* per ton; to Rotterdam, Antwerp, and Calais, 7*s.* 5*d.* per ton.

Lead to Newcastle, 8*s.* per ton.

Esparto, in pressed bales, to United Kingdom, 13*s.* 6*d.* per ton.

Oranges to London, 1*s.* 9*d.* per box.

Population and Industries.

Emigration. Emigration has been general during the year principally to Buenos Ayres, and the population has fallen off considerably, caused partly by the scarcity of work for lead miners, owing to the continued difficulty of dealing with the general pumping on the lead and silver mines of the Sierra Almagrera and Herrerias, and partly by the increased taxation on the gross output of mines, and the new surface tax which is 30 per cent. higher than the old one. All this tends to foster emigration in a purely mining district like this.

Lead mines. In the silver and lead mining district of the Sierra Almagrera above mentioned, the water has so increased in the deep mines that not more than about 10 per cent. of the setts, some 700 in number, are able to work, and those only in the high or dry zone. This reflects also on the smelting works of which, before the pumping station was allowed to go to ruin, there were 14 in full operation producing about 30,000 tons of lead and 2,700,000 ounces of silver yearly. At present there are only 7 in full work, and the production does not exceed 13,000 tons of silver-lead annually.

Production of lead and silver.

Desilverising works. There are large modern desilverising works at Garrucha, but they are closed for the same reasons given above.

Iron mines of Bedar. Those iron mines of Bedar that are in exploitation have produced during the year about 180,000 tons of ore, of which about 130,000 tons have been exported, 40,000 tons remained in stock at the end of the year, and the balance has either been used up in the smelting works or stocked at the mines. Several new mines have been opened out and investigations carried on on the setts not yet exploited. A provisional contract has been signed for a railway connecting these mines with the coast at Garrucha, and it is now probable that this will shortly be made.

Lucainena. At Lucainena large deposits of apparently very good ore have been investigated and a cable road or overhead tramway is about to be constructed connecting them with a point on the coast not yet determined.

Herrerias. The iron mines at Herrerias have been pumped dry and the débris is being cleared off. A few cargoes of rich manganiferous ore have been shipped to the United Kingdom, but it is estimated that it will take at least a year to uncover the whole of this important deposit, meanwhile a short narrow gauge railway is being laid down to transport the minerals to Palomares where they will be shipped. These works are being carried out by a London house.

Mineral resources. The mineral resources of the district are very great and only require capital and means of communication to develop them. The Sierra Almagrera produces lead ores, the richest in silver probably of any known district, whilst the Sierra of Bedar contains large deposits of good hematites and magnetic iron ores. Many other minerals of industrial importance are found

in considerable quantities, and the only marble used now in Spain for common uses is quarried within a few miles of this port.

To show how varied are the mineral productions of this part of Spain, I annex the following table prepared from data obtained on the spot.

LIST of Ores, Minerals, and Mineral Substances which occur in the Eastern Division of the Province of Almeria in sufficient quantities to be of industrial importance.

Common Name.	Mineralogical Name.	Remarks.
Alabaster ..	Selenite ..	See gypsum
Alum stone ..	Alunite ..	At Rodalquilar near Cape de Gatte
Asbestos	Amianthus ..	Near steatite deposits at Lucar and Somontin
Black Jack ..	Blende ..	At Rambla del Cajon, near Carboneras and, mixed with galena, at Jaroso in the Almagrera range
Brown ore ..	Limonite ..	At Bedar (much used as a flux in lead smelting)
Calamine ..	Smithsonite ..	At Cerro de la Cruz, Carboneras
Cinnabar.. ..	Cinnabar ..	In quartzite at Bayarque, where distilling works are established on a small scale
Cobalt glance ..	Cobaltine ..	At Cabezo minado, and near Tijola, probably in small quantities. Not worked.
Copper pyrites ..	Chalcapyrite	At Palain, near Carboneras, Sierra Almagrera, and at Villaricos
„ ore, blue	Azurite ..	At Bedar, Pinar, Zurgena, Rodalquilar, Boca de Oria, Lucar, and Tijola
Galena	Galenite ..	At Jaroso, Sierra Almagrera, Cape de Gatte, Las Herrerias, Pulpi (in fine crystals), and at the Pinar de Bedar (disseminated throughout the dolomite limestone). About 30,000 tons are raised and smelted annually. The ores richest in silver are those from the Sierra Almagrera, which alone produces nine-tenths of the above quantity, containing on the average 7 ozs. of silver per ton of ore
Gold	Native gold ..	Placer gold occurs in small quantities at several places. In alluvial deposits at Sufli, Almunia, and at Pilar de Jarabia, where the alluvium is said to yield 1 cent. of oz. per cwt. equals 5 grammes per ton; also at Rodalquilar in quartz veins
Gypsum	Selenite ..	At Pulpi, where very large and beautiful crystals are found, also at Turre, near Garrucha, Palomares, Vera, Sorbas, Carboneras, &c.
Iron ore, red, and campanil ..	Hematite ..	At Bedar and Serena, in large deposits in beds and lodes, Carboneras, Terreros, &c. About 200,000 tons are raised annually for exportation and consumption in the lead works, 90 per cent. of which is mined in the Sierra de Bedar
Iron ore magnetic	Magnetite ..	At Jauto, near Serena, containing 65 per cent. of metallic iron
Iron ore, manganiferous	Manganiferous hematite ..	At Herrerias de Cuevas and Carboneras
Manganese ore ..	Pyrolusite ..	At Herrerias de Cuevas
Marble	Marble ..	At Macael, where it is extensively worked. There are unworked beds at Lijar, Cobdar, Purchena, Chive, Lubrin, and Bedar
Selenitic lime ..	Selenite ..	See gypsum

LIST of Ores, Minerals, and Mineral Substances which occur in the Eastern Division of the Province of Almeria in sufficient quantities to be of industrial importance—continued.

Common Name.	Mineralogical Name.	Remarks.
Silver	Silver.. ..	In wire-like dendritic masses at Herrerias; also with galena in the Sierra de Almagrera. About 1,000,000 ozs. are raised and smelted annually
Soapstone ..	Steatite ..	Largely worked at Somontin and Lucar
Molybdate of lead	Wulfenite ..	At Boca de Oria near Garrucha, in fine tetragonal crystals associated with galena

Employment of the people.

That part of the population not employed in the mines and smelting works are engaged in fishing, agriculture, and labour connected with shipping.

Wages.

The average wages earned per day (from sun-rise to sun-set) were as follows :—

Description.	Amount.	
	From—	To—
	s. d.	*s. d.*
Miners (pick men)	1 8	2 0
„ (labourers)	..	1 4
Smelting and furnacemen ..	..	1 8
Labourers, road and railway ..	..	1 4
Lumpers, stevedores, and beachmen, on shore	..	1 8
Lumpers and stevedores, on board	..	3 0

Public Works.

Railway and roads.

The railway from Lorca to Granada is rapidly being completed and will be opened shortly as far as Purchena for goods and passenger traffic. The high road from Vera to Cuevas which was washed away is now being reconstructed and the road to Aguilas, so long abandoned, is now in a fair way to become a reality.

RETURN of British Shipping at the Ports of Garrucha and Villaricos in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
21	1	22	14,935	705	15,640	393	36,700	87	...	87	83,684	...	83,684	1,839	446,700

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Country whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	...	57	57	...	52,886	52,886	1,183	...	Spain	...	8	8	...	4,687	4,687	133	...
Italy	...	30	30	...	37,420	37,420	658	...	Germany ...	2	...	2	2,519	...	2,519	43	2,200
France	...	6	6	...	7,069	7,069	129	...	United States ...	7	...	7	9,515	...	9,515	164	6,000
... ...	...	4	4	...	4,695	4,695	90	...	Portugal	...	...	...	...	...	...	...	...
									France	...	5	5	...	3,884	3,884	91	...
Total ...	...	97	97	...	102,070	102,070	2,060	...	Total	9	13	22	12,034	8,571	20,605	431	8,200

Granada.

Mr. Stainer reports as follows:—

In regard to any commercial movement in this province there is little to be said. There has been a manufactory established for supplying Granada with electricity. And I believe the gas company of Lebon and Company think of building another one in opposition, nothing has as yet been lighted with electricity, but it is proposed to inaugurate it at the approaching fêtes of the Corpus Christi in June next. The railway from Granada to Murcia is still being proceeded with, and the company trusts soon to have it open as far as Baza, leaving for the future the part from Baza to Granada or when the funds at their disposal will enable them to do it. Electric light. Railways.

The opening of the railway from Gibraltar, to the main line, through Ronda to Bobadilla is being felt here in a much larger number of visitors coming that way. A great many Americans take advantage of the North German Lloyds steamers from New York to Gibraltar, they avoid the cold and icebergs of the Atlantic in winter, and get into a warm latitude, and the steamers appear to be most comfortable. Visitors to Spain from England would also find Gibraltar a good point for landing in Spain if they did not mind the sea journey.

The line of railway from Linares to Almeria is also being proceeded with I believe with tolerable energy. There is no doubt that these railways will open out the country very much; and great mineral wealth and splendid markets, &c., are lying idle from want of means of transport.

I cannot call to mind anything else worthy of mention, for the shops of Granada and the sugar manufactories are going on about the same, these last are on a large scale and appear to be doing well.

Linares.

Mr. Vice-Consul Whyte reports as follows:—

It is regrettable that it should again be necessary to record an accentuated depression in the mining industry of the district. Mining.

The mines continued good, but as these become deeper, involving the employment of more machinery, &c., the cost of working tends necessarily to increase, while in July last the tax of 1 per cent. on the gross production was raised to 2 per cent., the surface dues from the same date being augmented 30 per cent.

The number of mines leaving any profit during 1892 must have been very small, and even that of those paying cost of working extremely limited.

The price of lead and silver for the past year has been exceptionally, perhaps unprecedentedly, low, as will be seen from the Price of lead and silver.

following table of average prices in London, for the previous 5 years:—

Year.	Lead per Ton.	Standard Siver per Ounce.
	£ s. d.	s. d.
1888..	13 12 6	3 $6\frac{15}{16}$
1889..	12 15 11	3 $6\frac{13}{16}$
1890..	13 2 $7\frac{1}{2}$	4 $0\frac{1}{16}$
1891..	12 4 $9\frac{1}{2}$	3 $9\frac{5}{16}$
1892..	10 8 $11\frac{1}{5}$	3 $3\frac{12}{16}$

As the lead ores of this district contain, on an average, $9\frac{1}{2}$ ounces of silver per ton, the depreciation in the value of this latter metal represents a loss of serious importance.

Exchange.

The exchange on London throughout 1892 continued extremely high to the great benefit of the mining interests of this district.

Production.

The production, as given officially, is as follows:—

	Tons.
Galena..	85,351
Carbonates	13,271
Total	98,622*

* Equivalent to 72,355 tons of metallic lead.

The above shows a very considerable decrease on the output of 1891, but it must be remembered that the augmented tax on the gross produce furnished additional motives to miners to understate the full amount of their raisings, which, in reality, were probably fully equal to, if not larger, than those of the previous year.

Value.

The declared value of the year's production was given as 12,359,889 pesetas.

The average prices being for galena, 135 pesetas 20 c. per ton, and for carbonate, 61 pesetas 80 c. per ton.

Mines working.

The total number of mines now registered in the district is 972, of which only 209 are working.

Present condition of mining industry.

The present state of mining industry in Linares shows increased dulness, and should the crisis, through which it is now passing, be prolonged, many more mines must eventually stop working.

Indeed, it is indubitable, that a very general suspension of mining operations would have already taken place were it not that in many cases such a course would be equivalent to a practical abandonment of the mines.

This latter circumstance is, of course, fully appreciated by

the various mining companies and owners who have expended immense capital on the development of their properties, and there is little doubt that those who are strong enough to resist the present strain will eventually reap the benefit of their perseverance.

Indeed, the very intensity of the crisis may not improbably lead to its more rapid termination.

The actual price of lead and silver, respectively, 9*l.* 13*s.* 9*d.* per ton, and $38\frac{9}{16}d.$ per ounce, shows a further fall on the average of 1891. The former having been as low as 9*l.* 5*s.* per ton, and the latter as $37\frac{7}{8}d.$ per ounce.

The rate of exchange on London, although still high, is somewhat lower than it has been.

Smelting. The ore smelted in Linares by the four smelting companies working was about 54,000 tons, equal to 41,580 tons of metallic lead.

This shows some increase over 1891.

Coal and coke. The quantity of coal consumed may be estimated at 70,000 tons, and that of coke at 4,500 tons.

The cost of the former at the mines is about 1*l.* 15*s.* 4*d.*, and that of the latter 2*l.* per ton.

During 1892 the supply of Spanish coal appeared to be somewhat inadequate to the demand, and it would seem that this would be a favourable occasion for the introduction of coal from England, but for the high rate of exchange that rules at present.

The import duty on coal and coke under the old tariff was 1 peseta 25 c. per 1,000 kilos.; under the present one, for most-favoured nations, 2 pesetas 50 c. per 1,000 kilos., while for non-favoured nations it is that of 3 pesetas per 1,000 kilos.

General state of business. During the first six months or so of 1891 the general state of business in Linares was fairly thriving, in a large measure owing to the fact that eight-tenths of the first prize of the Christmas lottery of 1891 fell to this town—an evident sign of this prosperity was evinced by the activity which prevailed in the building trade.

During the latter end of the year, however, the effect of the mining depression became distinctly marked. Except in those shops dedicated to the sale of articles of primary necessity, extreme stagnation is generally apparent.

The shopkeepers have almost, or entirely, suspended the system of credit, and as it is the invariable custom of the work-people here to spend their wages before pay day, the purchasing power of the latter is reduced to a minimum. This last circumstance tends to augment the distress which, especially in the winter months, was considerable.

Population. The population of Linares, according to the official census of 1887, consisted of 29,544 persons.

In 1891 it was estimated at 45,000, which latter number was reduced in 1892 by some 8 per cent., making the actual population for, say the end of the year, equal to 41,400 inhabitants.

Civil register. The register for 1892 gives the following, viz. :—

	Number.
Births	1,251
Deaths	1,551
Marriages	281*

* Of these 5 were civil marriages.

Public health. The death rate on the assumed population of 45,000 persons (about the average for the year) was equal to 34·46 per 1,000.

This high rate is mainly to be accounted for by the heavy mortality which occurs amongst young children, chiefly caused by insufficient or improper nourishment, much overcrowding, and defective hygienic arrangements.

New railways. The new railway from Linares to Puente-Genil, after many delays, was opened to the public on January 22.

It was generally expected that the opening of this line would confer much benefit on the district, but up to the present time this has not been the case.

The tariff actually established offers no advantage over that in force on the Madrid-Zaragosa, and Alicante Railway, and practically all the traffic of Linares continues, as before, to pass over the lines of the latter company.

The construction of the railway from Linares to Almeria is being carried on with fair activity.

The line from Baeza Station to the border of the municipal district of Baeza, a distance of 45 kiloms., is now ready for the laying down of the rails, and two fine iron bridges, one erected respectively over the rivers Guadalimar and Guadalquivir.

On the Almeria side some 40 kiloms. are also constructed.

It is expected that very shortly work will be commenced on the section between Linares and the Baeza station, and the expropriation and purchase of ground is being actually proceeded with.

It is stated that this railway should be completed and opened to the public in 4 years' time, but it must be remembered that calculations of this nature should be accepted with considerable reserve.

Crops.

Harvest. The harvest of 1892 is described as an average one, the produce of this municipal district being given as follows :—

Production.

Articles.		Quantity.
Wheat	Bushels ..	19,400
Barley	„ ..	25,600
Beans	„ ..	5,500
Oil	Gallons ..	20,500

Price.

The average prices obtained for the above were:—

Articles.		Price.
		s. *d.*
Wheat	Per bushel ..	7 5
Barley	„ ..	3 2
Beans	„ ..	4 2
Oil	Per gallon ..	2 9

Municipal dues.

The municipal dues levied on the following articles are:—

Articles.		Amount.
		Pesetas c.
Wheat and flour	Per 100 kilos.	2 10
Barley	„ „	0 80
Beans	„ „	0 44
Oil	„ „	22 00
Wine	Per 100 litres	17 50

Locusts.

There was no appearance of locusts in this province during 1892, nor has any been noticed up to the present time.

Disease amongst cattle.

A certain amount of foot and mouth disease occurred amongst the cattle; it was, however, of an extremely benignant nature, and of short duration.

Prospects of harvest of 1893.

The prospects of the coming harvest are very promising, the weather, from the time of sowing up to the present, having been nearly altogether propitious.

The crop of barley is assured, and will be very abundant.

Wheat, at present, is looking generally extremely well, but is slightly in want of rain.

The crop of beans, which should have been excellent, will be but an average one, owing to the prevalence of a certain parasitical epidemic which destroyed many.

The appearance of the flower on the olive, is such as to warrant the hope of an abundant produce, but it is still too early in the year, and there are still too many possible vicissitudes to form any decided opinion on the prospects of this most uncertain crop.

Mazarron.

Shipping.

Mr. Consular-Agent Pearse reports as follows:—

The number of British steamers cleared at Puerto de Mazarron in 1892 was 50, with a total register of 41,722 tons, as compared with 42 steamers with 36,919 tons in 1891.

Imports in British Steamers.

Articles.	Quantity.
	Tons.
Coals	22,935
Coke	6,122
Iron goods, bricks, &c.	222
Slag	1,500
Total	30,779
„ in 1891	29,174

Exports in British Steamers.

Articles.	Quantity.
	Tons.
Iron ore	25,740
Lead	11,400
Total	37,140
„ in 1891	29,331

Imports in Foreign Vessels.

Articles.	Quantity.
	Tons.
Slag	4,700
Machinery	184
Coals	1,750
Coke	1,965
Timber	450
Total	9,049
„ in 1891	4,485

EXPORTS IN FOREIGN VESSELS.

Articles.	Quantity.
	Tons.
Lead	6,590
Lead ore	175
Iron ore	..
Total	6,765
„ in 1891	10,017

The crop of this fruit in the district of Totana has been a fair one, but the quality does not appear to be up to the mark. For particulars of this and other fruit and grain see my last report. Agriculture Oranges.

The total output of the Mazarron mines in 1892 was about 860,000 quintals, as compared with about 905,000 quintals in 1891. Silver lead ore.

TABLE showing the Approximate Production of each Mine now in Production, and Contents of Silver per quintal of Mineral.

Name of Mine.	Production.	Lead.	Silver.	By whom Worked.
	Quintals.	Per Cent	Ounces.	
Impensada	98,000	60	2·50	Compania de Aguilas
Triumfo	264,000	66	3	„ „
Santa Ana	144,000	60	2	„ „
San Antonio	36,000	64	3	„ „
Fuensanta	24,000	50	2·08	Compania La Union
Usurpada	18,000	60	2·60	„ „
Santa Isabel	40,000	64	3	Compania Escombrera-Bleyberg
San Carlos	10,000	70	2·60	Sociedad San Carlos
San José	36,000	64	3·20	Sociedad San José
Talia	182,000	70	2·80	Pio Wandosell
San Vicente	8,000	56	2·80	Miguel Zapata
Vista Alegre	50	40	3	Sociedad Vista Alegre
Total	860,050	...	...	

This business has come to a complete standstill in this district. The Morata Valley Company have stopped working the mines of Morata, and is in liquidation. Other companies which have been formed give no signs of life. Iron ore.

RETURN of British Shipping at the Port of Puerto de Mazarron in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
19	2	21	16,927	1,683	18,610	409	£ ...	10	...	10	8,268	...	8,268	183	£ ...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
France and colonies	...	3	3	...	2,981	2,981	57	...	Spain	...	17	17	...	16,404	16,404	349	...
Italy	1	6	7	750	5,754	6,504	144	...	Belgium	10	...	10	8,216	...	8,216	185	...
Holland	1	...	1	1,107	...	1,107	21	...	United States ...	2	...	2	2,440	...	2,440	48	...
Spain	...	18	18	...	12,620	12,620	317	...	France and colonies	6	4	10	2,810	3,065	5,875	168	...
									Holland	2	...	2	1,913	...	1,913	41	...
									Turkey	...	1	1	...	834	834	19	...
Total	2	27	29	1,857	21,255	23,112	539	...	Total ...	20	22	42	15,379	20,303	35,682	810	...

Return of Principal Articles of Import by Coasting Vessels at Puerto de Mazarron during the Year 1892.

Articles.	Foreign and Colonial Goods.			National Goods.			Total Entered.	
	Quantity.	Value.		Quantity.	Value.		Quantity.	Total Values.
		Per 100 kilos.	Total.		Per 100 kilos.	Total.		
	Kilos.	Pesetas c.	Pesetas c.	Kilos.	Pesetas c.	Pesetas c.	Kilos.	Pesetas c.
Cement and building materials ..	..	..	..	560,199	3 00	16,805 97	560,199	16,805 97
Coals	..	..	..	355,020	2 60	9,230 52	355,020	9,230 52
Coke	..	..	..	242,000	2 60	6,292 00	242,000	6,292 00
Petroleum, refined	..	..	..	164,350	13 00	21,365 50	164,350	21,365 50
Lead ore	..	..	..	5,400,700	23 00	1,242,176 18	5,400,766	1,242,176 18
Iron „	..	..	..	7,604,640	1 10	83,651 04	7,604,640	83,651 04
Soda	..	..	..	57,690	12 00	6,922 80	57,690	6,922 80
Iron, in pigs	..	..	..	98,215	8 00	7,857 20	98,215	7,857 20
„ and steel bars	42,599	25 0	10,649 75	26,284	35 00	9,199 40	68,883	19,849 15
„ manufactures	..	..	..	36,026	55 00	19,814 30	36,026	19,814 30
Nitrate of potash	11,057	55 0	6,081 35	..	..	..	11,057	6,081 35
Soap—hard, common	..	..	..	11,549	60 00	6,929 40	11,549	6,924 40
Fishing-nets and ropes	5,359	100 0	5,359 00	..	..	..	5,359	5,359 00
Wood, deals	92,244	7 61	7,019 77	352,344	8 00	28,187 52	444,588	35,207 29
„ fashioned	..	..	..	6,975	100 00	6,975 00	5,975	6,975 00
Charcoal	..	..	..	100,000	7 00	7,000 00	100,000	7,000 00
Esparto grass, prepared	..	..	..	25,400	28 00	7,112 00	25,400	7,112 00
Machinery	47,615	120 0	57,138 00	5,275	127 00	6,699 25	52,890	63,837 25
„ parts of	48,082	129 50	62,266 19	..	..	..	48,082	62,266 19
Salt fish	..	..	..	11,040	95 00	10,488 00	11,040	10,488 00
Flour	..	..	..	291,912	32 00	93,411 84	291,912	93,411 84
Sugar	47,524	{ 60 0 / 65 0 }	28,177 25	8,522	70 00	5,965 40	56,046	34,142 65
Olive oil	..	..	..	9,975	90 00	8,977 50	9,975	8,977 50
Various articles not enumerated ..	72,381	..	30,621 78	235,046	..	55,398 93	307,431	86,020 71
Total	866,865	..	207,313 09	15,603,228	..	1,660,459 75	15,970,093	1,867,772 84

RETURN of Principal Articles of Export by Coasting Vessels at Puerto de Mazarron during the Year 1892.

Articles.	Foreign and Colonial Goods.			National Goods.			Total Exported.	
	Quantity.	Value.		Quantity.	Value.		Quantity.	Total Value.
		Per 100 kilos.	Total.		Per 100 kilos.	Total.		
	Kilos.	Pesetas c.	Pesetas c.	Kilos.	Pesetas c.	Pesetas c.	Kilos.	Pesetas c.
Stone for building purposes ..	..	..	..	285,000	2 00	5,700 00	285,000	5,700 00
Lead ore	..	..	..	11,501,710	23 00	2,645,393 30	11,501,710	2,645,393 30
Silver lead in bars	..	..	..	4,075,000	58 00	2,363,500 00	4,075,000	2,363,500 00
Red ochre	..	..	..	188,952	8 00	15,116 16	188,952	15,116 16
Salt	..	..	..	905,000	1 50	13,575 00	905,000	13,575 00
Alum..	..	..	..	159,400	65 00	103,610 00	159,400	103,610 00
Esparto, crude and manipulated ..	..	..	..	401,920	{ 12 00 / 28 00 }	65,502 40	401,920	65,502 40
Barley	..	..	..	210,851	16 00	33,736 16	210,851	33,736 16
Wheat	..	..	..	113,860	18 00	20,494 80	113,860	20,494 80
Indian corn	..	..	..	93,680	15 00	14,052 00	93,680	14,052 00
Oats	..	..	..	178,192	15 00	26,728 80	178,192	26,728 80
Various goods not enumerated ..	..	..	..	305,282	..	21,909 14	305,282	21,909 14
Total	..	..	..	18,418,847	..	5,329,317 76	18,418,847	5,329,317 76

Marbella and Estepona.

Mr. Vice-Consul Calzado reports as follows:—

The trade of Marbella during the year 1892 still continued to show a falling-off in the exports as is exhibited in the following statistics:— Trade.

Return of all Ships Entered and Cleared, Laden and in Ballast, at the Port of Marbella during the Years 1891–92.

1891.

Description.	Arrivals.			Departures.		
	Number of Vessels.	Tons.	Value.	Number of Vessels.	Tons.	Value.
			£			£
Laden	2	1,349	1,826	20	23,972	38,004
In ballast	20	23,972	...	2	1,349	...
Total	22	25,321	1,826	22	25,321	38,004

1892.

Description.	Arrivals.			Departures.		
	Number of Vessels.	Tons.	Value.	Number of Vessels.	Tons.	Value.
			£			£
Laden	5	2,568	4,568	19	22,881	31,134
In ballast	19	22,881	...	5	2,568	...
Total	24	25,449	4,568	24	25,449	31,134

The export trade principally consisting of magnetic iron ore has been, as usually, carried on in English steamships (with the exception of a Norwegian steamer) to the following countries, and in the proportion hereinafter specified:—

Country.	Number of Vessels.	Tonnage.	Iron Ore.	Value.
			Tons.	£
United States	10	13,639	27,355	21,134
Great Britain	8	7,876	17,040	8,200
Holland	1	1,366	3,000	1,800
Total	19	22,881	47,395	31,134

There are two facts to be noticed in the above items: the decrease of 6,870*l.* in the exports and the increase of 2,730*l.* in the imports, compared with those of 1891–92. The depression has been going on all through 1890–91 and 1891–92 in con- Exports and imports.

sequence, it is believed, of the general depreciation of the iron ore, but was even more felt in America, where some cargoes of mineral mixed with sulphur were received from Spain.

These repeated fluctuations and the need which miners have experienced of finding out new markets for their ores have given occasion for the disposal of some cargoes in England and Holland at even lower prices so as to be able to turn into cash the large quantity of ore they have actually on stock.

Grapes. The grape-crop was good and abundant through all the district, and the raisins obtained are of a fair appearance, good size and colour. Small quantities of this fruit are sent to Malaga by sea, but the greater part is carried from the vineyards on donkeys and carts directly thereto, and this mode of conveyance overland renders the formation of accurate statistics difficult, and one must therefore rely on the information specially given by the vineyard cultivators.

Raisins. The quantity of boxes of raisins is estimated to be from 46,000 boxes to 50,000 boxes.

Wines. The best wine-producing districts have been suffering of late from terrible encroachments of the phylloxera, and the vineyards have been greatly injured.

Fruits. During the present year, according to statistics from official sources, the exportation of fruits from this district direct, and through Malaga to foreign ports, has been as follows :—

Articles.	Quantity.
	Kilogrammes.
Oranges	160,300
Lemons	8,750
Dried figs	78,590
Esparto grass	25,800

Beet crop. The sugar beet crop, at the colony of "San Pedro Alcantara," has been fairly good, and a yield of 400,000 kilos. of fine white sugar has been stored.

Notwithstanding their success, the landholders cannot but see the advantages derived from the sugar-cane over the beets, as those are more suitable to this climate, give a better yield and require less cultivation, and they still cherish the idea of fomenting, as formerly, the plantation of the canes without giving up entirely the cultivation of the beets.

Sugar canes. The sugar-cane crop has given a yield of about 200,000 kilos. of sugar.

In the colony of "El Angel" a small portion of the sugar-canes has been cut out this year and worked into sugar, having obtained a produce of 100,000 kilos. of white sugar.

Flour. In the flour-mill 1,030,000 kilos. of flour have been ground during the year 1892.

Mining. The investigations which were going on at the new mines of

iron in Puerto de Mobledal, near the city of Ronda, were stopped in February last, to be continued in the approaching summer, but the bad state of the iron trade since have restrained the investigators from pursuing their exploration, and the work remains at present in status quo.

Malaga to Campomento railway.

With the same want of success the work of constructing the railway from Malaga to Campomento remains at a standstill, and without the least chance of their future continuation. It is wonderfully strange that neither the Government nor the newspapers of the province should take up the matter and cause the work to be continued, or the concession cancelled according to the conditions of the grant.

Public works.

As pointed out in my last report the roads are not good between Marbella and Malaga or Gibraltar; the high road to Malaga is not complete, and there is no confidence in its being ever finished. The contractor for this part of the road died some years ago, leaving matters in such confusion that no one seems to be able or willing to meddle with them or continue the work. The branch from Marbella to Gibraltar has been constructed as far as Sabinillas, but two of the bridges nearer to Estepona were carried away in a heavy storm two years ago, and have not since been replaced.

RETURN of British Shipping at the Port of Marbella in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£
5	1	6	2,568	467	3,035	89	4,556	8	...	8	7,876	...	7,876	164	8,200

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		£
France	...	3	3	...	3,616	3,616	68	...	United States ...	10	...	10	13,639	...	...	229	21,134
Egypt	...	1	1	...	1,322	1,322	21	...	Holland	1	...	1	1,366	...	...	23	1,800
Italy	...	8	8	...	11,013	11,013	184	...	Morocco	...	1	1	...	600	...	15	...
Austria-Hungary	...	1	1	...	1,349	1,349	23	...	Spain	...	4	4	...	1,968	...	61	...
Spain	...	5	5	...	5,114	5,114	107	...									
Total	...	18	18	...	22,414	22,414	403	...	Total	11	5	16	15,005	2,568	17,573	328	22,934

LIST of the Principal Merchants of Marbella.

Description.	Names of Firms.	Address.
Planters and sugar manufacturers	Marquis of Guadalmina	Colonia de St. Pedro Alcantara-Marbella
	Martinez and Company	Colonia de "El Angel"
Miners.. ..	The Marbella Iron Ore Co., Limited	Marbella
Banker, draper, ironmonger, &c.	C. de Luna	Calle Nueva
Groceries and spirits	Fernando Alvarez	Calle Nueva
	Geronimo Garrido	Puerta del Mar
Groceries ..	Francisco Rosado	Calle Nueva
	Manuel Martinez	Calle San Ramon
	Antonio Marcelo	Calle Aduar
	Rafael Cano	Calle St. Juan de Dios
	Juan Guerrero	Calle Ancha
	Francisca de Paula Ruiz e Hijo ..	Calle St. Juan de Dios
Groceries and textiles	Viuda de Cano	Plaza Attamira
	Vicente Cordon	Calle del Pasage
	Antonio Ruiz	Calle Mendoza
	Manuel Marcelo	Calle Ancha
	Francisco Martin Cañavera ..	Calle Ancha
Groceries and hardware	Juan Recerra	Calle St. Juan de Dios
Textiles ..	Francisco Morilla Perez	Calle Nueva
Tanned leather and groceries	Rafael Marcelo	Calle del Chorron
Tanned leather and shoes	Manuel Perez	Calle Nueva
Dealer in dried fruits	Juan Ruiz Martin	Calle St. Juan de Dios
	Eugenio Aragones	Calle de la Misericordia

Estepona.

Description. Estepona is a seaport town of Andalusia on the Mediterranean coast; it lies 15 miles to the west of Marbella and 18 miles to the east of Gibraltar, and has at present rather less than 12,000 inhabitants. It enjoys a fine and mild climate.

Products. The principal products of this town consists of oranges, lemons, cereals, raisins, grapes, and wines; these are very abundant, and could be of excellent quality if properly elaborate.

Custom-house. The custom-house is qualified for the exportation of all its products, and for the importation of grain, coals, machinery, and some other merchandise.

Coasting trade. Its coasting trade is extensive, but at present on the decline.

Shipment. On October 7 last 1,500 tons of magnetic iron ore were

shipped on board the British steamship "Gladis," of Newcastle, bound to the port of West Hartlepool, this having been the only mineral exported during the year 1892.

Establishments.

There are within its district the following establishments, mills, and factories:—

An iron mine.
A flour mill.
A sugar mill.
A cork manufactory.
An earthenware pottery.

Watering-place.

Between Estepona and a few miles to the eastward of the village of Carara there is a watering-place called the "Hedionda;" the waters are sulphurous and of great value for persons suffering from the skin and matrix diseases, as well as from nervous complaints. It is an annual resort for invalids and pleasure-seekers from all parts, principally from the provinces of Cadiz and Malaga.

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SPAIN.

REPORT FOR THE YEAR 1892

ON THE

TRADE AND GENERAL CONDITION OF THE PHILIPPINE ISLANDS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1032.

Presented to both Houses of Parliament by Command of Her Majesty,
SEPTEMBER, 1893.

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SPAIN.

MANILA.

Consul Stigand to the Earl of Rosebery.

My Lord, *Manila, July* 24, 1893.

I HAVE the honour to forward my Commercial Report for 1892, and to beg your indulgence for the lateness of its production.

The difficulty of procuring statistics here is very considerable. The official statistics published in the "Estadistica General" for the Philippines for 1891 have only just made their appearance, and are of no practical use now. Besides the difficulty of procuring statistics, the recency of my arrival here and much occupation and indisposition have also had retarding effects.

I am indebted to the courtesy of some of the British merchants here for a great part of the facts and figures contained in the Report, and especially among them to Mr. John Macleod, of the firm of Messrs. Macleod and Co., of Manila, for many valuable observations included in the Report, and also for the carefully prepared Statistical Tables published annually by the firm.

I have, &c.
(Signed) WILLIAM STIGAND.

Report on the Trade and Commerce of the Philippine Islands for 1892.

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General Characteristics of the Philippine Islands.

General characteristics.

Although various of my predecessors have given full and interesting accounts of these tropical islands, yet they lie so much out of the ordinary track of travel and observation that a brief notice of their chief characteristics may still form a fitting introduction to a commercial report.

The Philippine Islands were discovered by Magelhanes, a Portuguese mariner in the Spanish service, who gave his name to the Straits of Magellan, and who was killed in Mindanao in an affray with the natives, and was thus prevented from being the first circumnavigator of the globe, a glory which was reserved for his lieutenant, Elcano. A monument in Manila is raised to commemorate Magelhanes. The Philippines were so called after Philip II., and were annexed to Spain in 1565. They are an extremely fertile group of islands, over 500 in number, rich both in soil and in minerals, which, together with the Carolinas, Pelews, and the Mariannes, form an area of 116,256 square miles. They are, therefore, only about 32,000 square miles smaller than the Empire of Japan, nearly equal in area to

the United Kingdom of Great Britain and Ireland, and about 8,000 square miles larger than New Zealand.

Of the 500 islands comprising the group numbers are, of course, very small and mere rocks, but the chief islands—Luzon, Mindanao, Mindoro, Paraguas, and some others—are of a goodly size. Luzon is the largest island of the group, and has a length of 464 miles, trending in a narrow slip something of the form of the claw of a lobster without the pincers from south-east to north-west, and is the most favoured of the group for fertility; it has abundant rivers always flowing from lofty forest-clothed mountain ranges in the interior, so that the country is well irrigated, and on account of the abundant rains, sometimes continuous and sometimes intermittent, not only are the rivers kept always flowing, but the country is always green and never dried up as in Sicily, Syria, and other countries with a much lower temperature.

Luzon has about 40,024 square miles of land area, and is, therefore, about 10,800 square miles less than England, but larger than Ireland.

Mindanao, the next largest island, lies quite to the south, and has something like the form of a crab, with one very long claw; it is smaller than Ireland but larger than Scotland. It is very mountainous, and contains the highest volcano on the islands, Apo, which is still active, and is, according to the measurement of Messrs. Schadenberg Otto Kirch, nearly 10,000 feet in height, *i.e.*, about as tall as Etna. The island has three good sized lakes in the interior—one, Maguindanao, close under the volcano of Apo, is 20 miles long by 12 miles broad. The lake Malanao is only 10 miles distant from the north coast, and the Mahommedan races still bar the way to it, for a good part of the soil of the island is still held by old Mahommedan races who have never been subdued. The chief port of the island is Zamboanga.

All the islands, with the exception of Mindanao, are much longer than they are broad, and of a straggling, scraggy form, with coast lines most irregularly indented, forming abundance of inland seas and harbours. The aspect of the islands on the map have a much more disorderly character than Japan, and tells the tale of the territorial revolutions to which the soil has been subjected by the frequency of earthquakes and volcanic disturbances.

Although the islands cover 1,000 miles from north to south and extend over 17 degrees of latitude, there is no very great difference of climate in them, although the climate of Aparri in the extreme heat of the hot season is about 5 degrees or 6 degrees cooler than that of Manila. In the mountains, some peaks of which rise to 6,000 feet and 7,000 feet, cool retreats might be found, but they are not habitable, partly from want of roads and accommodation, and partly because the natives are still in a half-subdued, half savage state.

Temperature.

The general temperature of Luzon has a mean of 81° Fahr. for the whole year. The coolest months are December, January, and February; the hottest, April, May, and the beginning of

June; from December to June is the dry season, and from June to December is the wet season. In the hottest weather the maximum temperature is 92 degrees in the shade, and that temperature is quite sufficient to make it feel exhausting to most Europeans, and few can stay here many years without feeling the effects of the climate. The rains have the result of lowering the temperature to a maximum of 4 degrees or 5 degrees, and the minimum still more, but the atmosphere, as in all tropical countries where there are rainy seasons, is very depressive from being so charged with moisture. Nevertheless, with the exception of ailments common to all hot climates for Europeans, the climate is not so unhealthy as some others on the same isothermal lines, and although at times there is a good deal of sickness about from fever and internal complaints, there is no such a regular endemic fever as the yellow fever, and there are no desiccating hot winds like the sirocco.

Few, however, of the residents, official or non-official, remain here long among the Spaniards and Europeans. Of the chief English commercial houses here the heads chiefly reside in England, for the practice is for the heads of business houses to serve their time here for a certain number of years, and then to retire to the direction of affairs in their seats of business in London and elsewhere, and retaining control over their establishments in the Philippines by telegraph.

Native inhabitants.

The permanency of tropical temperature in the islands, however favourable for the production of sugar, hemp, tobacco, and vegetation generally, tells much even on the physique of the native inhabitants, who are mostly undersized and not too well favoured specimens of the Malay type. They are, however, when young, very docile, and make as "muchachos," or boys, very fair household servants. The natives are all called "Indios" by the Spaniards, and are, as a rule, unenterprising and indolent, unless well looked after. They never talk to their employers, and seem to be incapable of any attachment to them. They are much in the hands of the priests, and are very superstitious. Their chief sports are cock-fighting and gambling, and most of the Malay men and boys have a pet "coq de bataille," who they carry about like a baby on their arms, and whose comfort they look to before that of wife or children. Women, children, and priests smoke everywhere, and especially in the streets; a grey-haired old lady with a huge cheroot in her mouth is no uncommon object out of doors. The people are, however, clean in their habits externally. The men usually wear spotless shirts, sometimes with embroidered fronts, and with skirts floating outside their trowsers, which have at first a peculiar appearance, and the women wear clean gauzy scarves of piña over their shoulders, sometimes richly embroidered, with a bodice of the same stuff, and a long skirt of some bright stuff, with a shorter over-skirt of some black silken material. They generally go barefooted altogether. A few, however, wear socks, with "chinelas,"

or slippers, in fine weather, and clogs in wet wether. They carry generally black umbrellas, which serve as parasols and umbrellas at the same time, and are very fond of tawdry jewellery. The richer "mestizas" are ablaze with "strass" on holidays and feast days.

Such are the people in the towns, but there are tribes in the interior still, as I have mentioned, in a savage or half-savage state—the Igorrotes of the mountains in the west of Luzon are one tribe of these, the Negritos of the island, of evident negro origin, are another, and the Moros of Mindanao, already mentioned, who appear to be descended from the Mussulman Dyaks of Borneo.

Fauna.

The fauna of the country is of a very poor character. The "caribao," or buffalo, is the biggest creature in the islands. They appear to have been brought originally from China, though now they are found in a wild state in the interior. It is one of the ugliest of beasts, with a dirty, dark, black head, like that of an elephant, and with enormous black horns, bending horizontally backwards. It does a great deal of heavy work, and is patient and under complete control when guided by a native, for foreigners cannot manage them; in its wild state it is dangerous. There are no native fauna of any account. The wild pigs and wild deer, which are abundant, may have been introduced from other islands or from China. There are no lions, tigers, leopards, or beasts of prey of any kind—nothing larger than wild cats and pariah dogs. There is a useful race of spirited ponies on the islands, which appear to have been brought here by the Spaniards. They thrive well, are very hardy, and work willingly. Monkeys of a small kind abound, too, in the forests, and in Mindoro and other islands there is a diminutive species of deer not much larger than a small terrier, and very graceful in form. Bats are abundant, and there is a large species as big as the flying-foxes of India.

The poverty of the fauna contrasts strongly with the richness of the same in the neighbouring islands of Java, Borneo, and Sumatra, and even in China, where there are tigers at less than three days' sail from here, and the great lack of the larger species of "mammalia" may probably be accounted for by the great depth of sea which began to surround the island before the period of the advent of "mammalia," caused by the intensity of volcanic action, which excavated the floors of the neighbouring seas, and so prevented the migration of the larger beasts from the Asiatic Continent, while the shallowness of the seas surrounding the western islands renders it probable that these formerly formed part of the Asiatic Continent.

A few cattle of European breed are yearly imported into the island. Some have lately been imported from Queensland, and sheep are imported from Hong-Kong, but neither cattle nor sheep thrive here as pastured at present, although I am told there are rich plains of meadow grass in the interior well suited for pasturage. The meat of both cattle and sheep is generally very

flavourless, which may be in part accounted for by the inability to keep it at any time for more than one day after it is killed.

Birds. Birds, too, are very poor in variety of species. Rare birds of paradise and other bright plumaged birds are found in remote forests, and snipe and wild duck abound in some places. There is a total absence of singing birds.

Fish. Fishes of an edible sort are poorly represented. There are abundance of sharks along the coasts and in the bays, but there are few decent fish for the table, and of all the creatures caught in the sea, prawns are the most palatable.

Reptiles. The genera and species of reptiles and insects are, however, very various, and abundant crocodiles are found in most of the deep rivers and uncultivated tracks. Enormous lizards, "iguanas," frogs, snakes, crabs, centipedes, "tarantulas," huge spiders, ants, cockroaches, mosquitoes, beetles, &c., abound, more or less, everywhere. In the dry weather the trees around Manila are quite illuminated with fireflies. With insects in the house, however, one is less troubled than in most tropical countries, owing, it is said, to the predominance of the lizards and "chacons," which devour them, and which swarm sometimes on the ceilings by lamplight, and are quite harmless, while beneficial.

There are huge pythons in the interior of the forests and various poisonous snakes in the fields and woods, some of whom have a deadly bite, but people may pass their lives here without seeing a snake. Although a harmless species, the ratsnake frequently takes up his lodging under the roof, and only makes his presence known by the squeals of the rats which he seizes.

The ants, white and red, and others, and the cockroaches and mosquitoes are more troublesome and destructive. Against the white ants precautions have to be taken by putting the legs of tables and sideboard into basins filled with water to prevent their climbing up and attacking articles of food, and the destruction of wood produced by the white ant is something incredible—none but the hardest fibres withstand their ravages.

Flora. The "flora" of the islands would require a long chapter for proper treatment. There is a great absence of flowering plants, and those which do flower have, as a rule, very small flowers, and the absence of odorous blossoms is as remarkable as the absence of singing birds. Flowering orchids are abundant, both in variety and quantity, in the forests, but in the towns a fair sized plant of an ordinary species cannot be procured under 1 dol. (about 3*s*.). By the roadsides near Manila the principal trees to be seen are the tall and graceful betel-nut palm, bamboo, bananas, and other tropical trees and plants. Vegetables—beans and peas, for example—are grown here by covering them up from the sun with trelliswork, covered with banana and other leaves, but most of the vegetables are brought from Hong-Kong. There is hardly any eatable fruit but mangoes and pine-apples, the latter growing as commonly as weeds. The sugar-cane, coffee plant, "abaca" or hemp, tobacco, maize, and rice are the plants chiefly cultivated.

As for the woods of the country their nomenclature forms an immense list, and the better kind of woods are too little known. Some of these woods are excellently suited for furniture, especially the "narra" wood, which has the look of mahogany, but is not so close in grain, while having a lighter colour.

General Remarks on the Commercial Year of 1892.

General remarks on the commercial year.

While the year 1892 was remarkable for its large crops, those of hemp, sugar, and tobacco being the largest ever known in these Islands, export business dragged slowly during the year, and had to be forced from this side in the matter of the principal articles, the consumers steadily holding off, awaiting offers (with the exception of the higher grades of sugar, which during the months of May to August inclusive were eagerly sought after for China). Tobacco, of course, had its steady profitable outlet owing to contracts with the Spanish Government. Importers had a fair year, and though their profits will not have been large, owing to the steady decline of exchange, their business has been steady and safe, owing to the present system of payment, which may be almost called cash.

Exports.

Exports.

The total value of exports in 1892 was 33,479,000 dol., and in 1891, 25,750,000 dol.

The present year has opened well, and from the beginning of January to date a brisk business has been done in all branches. The steadily rising price of sugar has been of immense benefit to the country, and has given a great impulse to the import trade. The dearness of cotton in the home markets, however, has been a check in some degree to this trade. Hemp, which had been in steady demand since the beginning of the year, has received a check for the moment owing to the failure of the large American Syndicate. Rice, which forms the staple food of the native, is plentiful and cheap, and the hemp and sugar crops promise to be not far behind last year, so that all round things point towards a prosperous year.

The "Estadistica General," published by the Director of the "Hacienda," is fairly reliable, but its tardy issue makes it utterly useless for all practical purposes. (The 1891 "Estadistica" is only just issued.)

Tariff.

The chief difference between the tariff of 1891 and the former one is, that while the former was made on more or less equitable terms and with regard to treaties existing with other countries, the latter solely points to the diminishing of foreign imports by its high protective duties and its favouritism towards Spanish goods. Even flour and other necessities that Spain in no case could supply this country with, have been heavily and unjustly taxed. The excuse given by the Government for the high taxes

was the bad state of the exchequer. One of the greatest evils of the new tariff is the conditions it imposes, allowing unscrupulous administrators of customs plenty of ground for fineing right and left.

Hemp.

Hemp is still considered the chief article of export, but last year the value of sugar exported was not far behind, being 12,983,128 dol., against hemp 14,624,398 dol. In 1891 sugar value was 8,508,184 dol., against hemp 11,757,619 dol. Price of hemp ruled from 8 dol. to 9 dol. per picul for current quality from beginning of the year to September, when it advanced to 10·75 dol. and remained at this price with slight fluctuations until the end of the year. In 1891 the year opened with price at 10·75 dol., which was more or less sustained until April, when the price began steadily to decline until it reached 8·25 dol. at the end of the year. The production of hemp was 95,016 tons against 84,928 tons in 1891, and exports were 98,813 tons against 79,443 tons in 1891.

In no other place is the same class of hemp grown as here, although it has often been tried, but the tree evidently requires special climatic influences. Its competitors are sisal, New Zealand grass and jute principally, but the fibre of the Philippine hemp is longer and stronger than all, and especially is it far superior for ship's use where it has to stand water.

Sisal grass would not do well here, as being a cactus plant it requires a dry sandy soil.

Sugar.

Last year's sugar crop was the largest ever known in these Islands, and about 45 per cent. above the previous year. The exports were 3,951,060 piculs against 2,662,625 piculs in 1891. This includes all kinds. Wet sugar now forms a small part of the sugar crop and is steadily decreasing in quantity, which is due to improved cultivation and machinery. Under the old United States tariff it paid the Philippines better to produce the lower grades, but under the present tariff in United States it pays better to make the higher grades. Although a great deal of machinery has been introduced into these Islands there is room for a vast amount more, as in a good many parts the manner of crushing the cane and boiling the sugar is still very primitive.

Coffee.

The coffee crop has become a small factor in Philippine products. About 4 to 5 years ago the crop averaged about 100,000 piculs per annum, but then a worm attacked the plants in the Batangas district and nearly destroyed the whole growth. The crop in 1891 was 45,916 piculs and last year was only 21,223 piculs, while the present year's crop will probably not be above 8,000 piculs, and if the merchants show no forethought, and ship coffee out of the country, we may see the anomaly of having coffee imported.

Cigars and tobacco.

Last year showed a large increase in the cigar trade, and 137,059 mil. were exported against 97,740 mil. in 1891. Several new factories have been started and the older ones have extended their premises, which shows that the trade is flourishing.

Tobacco (leaf) exports were 254,248 quintals against 196,067

quintals in 1891, and values respectively 2,034,000 dol. and 1,568,000 dol.

It is very difficult to judge whether the abolition of the Government monopoly has been a benefit or otherwise to the country. The production has increased, but on the other hand prices are much lower than under the Government monopoly.

Sapanwood. Sapanwood, used for dyeing in China, is not a very important part of Philippine products, last year's export being only 61,459 piculs of a value of about 60,000 dol.

Indigo. Formerly the indigo crop was comparatively good and 5,570 quintals were exported against 1,780 quintals in 1891. This country's indigo is of too inferior a quality to compete in European markets, and it only has acceptance to any extent in Japan.

Rice. Rice was imported last year from Saigon and Bangkok to the extent of about 1,500,000 piculs. The provinces of Pangasinan and Nueva Ecija supplied a surplus over their own requirements of 900,000 cavans, and this year they will probably supply 1,200,000 cavans over.

Coal. The total consumption of coal per annum is about 50,000 tons to 60,000 tons. The bulk of importations is from Australia and Japan, say about half and half. Cardiff coal is only used by Government steamers and public works. The Borneo people have begun to send cargoes of coal to this market, and for some months past their steamer "Viner" has been steadily on the run, but so far the quality of the coal has not given satisfaction, and only sells at a smart reduction on Japan coal. The islands themselves have abundant supplies of coal, but the existing mines are hardly worked for want of capital and labour. The richer deposits, so far discovered, are the Compostela mines in the Island of Cebu, which are at the moment being actively worked, and have already swallowed up 80,000 dol. of capital with, so far, no paying output; the Masbate deposits which are in a prospective scheme for working under a London syndicate. Professor Hilton having been sent out by latter to prospect, and having reported the coal to be of first class quality, and the district of Sogod in Albay province, and the small Island of Batan in Legaspi Bay, both very little worked.

Philippine wood. The only outside market for Philippine woods is China, where large quantities are shipped annually, and the hard woods of good length find great acceptance in that market for the building of temples. The only wood used here for furniture is narra, a reddish-brown wood that takes a very fine polish. Camagon, a sort of ebony, is also a good wood for ornamental work, but it is defective owing to the white streaks that run through it. A sort of boxwood or lignum vitæ grows in the country, but not in sufficient quantity to be of marketable value. None of the Philippine woods have had a fair trial in the home markets.

Gutta-percha. For a few years a good business was done here in gutta-percha, but owing to adulteration of the article by Chinese, the trade has been entirely killed, and almost no business has been done for two years. The coprah business has become an important part of

Philippine exports, and last year 259,536⅔piculs, of a value of 908,376 dol., were shipped, against 255,468 piculs, worth 894,138 dol., in 1891.

Tea planting.

Chinamen report that there are plenty of tea plants in the hills of Nueva Ecija, close by Manila, but as the hills are infested with thieves they cannot be cultivated. It is supposed that in the old days, Chinamen had endeavoured to introduce tea planting and failed, owing to Philippine persecution.

Imports.

Imports.

There was an increase of imports of 2,000,000 dol. for the year 1892 as compared with 1891, the whole imports for the year 1892 amounted to 27,000,000 dol. as opposed to 25,000,000 dol. for 1891.

The vendors of imported goods cried out a great deal against the increase of duties in 1891, but they manage by increase of prices to protect themselves, as they are preparing to do now again in consequence of a further fall in the value of the dollar.

General Remarks.

General remarks.

With respect to imports it is difficult to see how they could be much increased. It must always be borne in mind that, although in gazetteers and almanacks Manila is put down as a city of 300,000 inhabitants, 15,000 only are Europeans who feel any necessity for the productions of Europe, the rest of the inhabitants, 285,000 Malays and Chinese, can do for the most part without European products altogether, or if they do take them at all, they take them as they do false jewellery, for ostentatious use, at the cheapest rate.

The wants of the native are very few as regards clothing, food, and furniture, and they are satisfied with the most ordinary products.

In a country where the labourer, as a rule, gains about 5*s.* or 6*s.* per week, and where wants are easily satisfied at that rate, there is little requirement for the goods of Europe, for what are necessaries for an English labourer are either superfluities here or not required by a Malay labourer.

The native huts are built in piles and covered with thatch of the foliage of the nipa tree—a tree which grows abundantly in wild and marshy ground—and which recall the habitations of the lake-dwellers of primeval Europe. A native hut of a fair size costs only about 12 dol.

The furniture required by the man of the people is of the most limited and primitive character: they require no beds or bedding—a mat on the floor being sufficient for their purpose; most of their cooking is done out of doors, a few sticks and a pot or two are sufficient to cook their rice or maize, which they eat with plaintains or bananas instead of bread, which labourers

never use. Their needs in clothing too are not great, as we have mentioned above.

For the clothes of men and women the principal staples in the dry goods line used to come from Manchester, but since the New Tariff of 1891 came in for the protection of Spanish goods, Spain has been steadily working up a business in cotton goods and yarns. The new tariff being much heavier than the old one is distinctly prejudicial to consumers, and also prejudicial to the import of English dry goods of large consumption such as grey drills, grey T-cloths, umbrellas, and white shirtings; the first of these are practically driven out of the market, and the latter in the finer qualities encounter severe competition from Spanish goods. In printed cottons there is also severe competition from Barcelona, but English goods can still maintain a footing, as they have much better colours as a rule, and are altogether more trustworthy. In dealings with Barcelona there are endless complaints as to quality, colour, and length of pieces. What was formerly is now happening, viz., that the Barcelona manufacturers' prices are only a fraction below those at which they know English goods can enter. They thus secure a large part of the trade, and the sufferers are the consumers in this market. The entire trade of knitted goods and hosiery is now in Spanish hands.

There being no manufactures in these islands, the shops of the capital are all supplied with imported articles for the use of Europeans; but with the exception of a firm of chemists, Messrs. Watson and Co., who import tinned provisions and wines for their customers, and with the exception of a good Indian bazaar, kept by British subjects from India, there are no shops kept by British subjects in Manila. Various other shops, however, Spanish, French, Belgium, and Chinese, import to some extent English goods, especially dry goods and hardware, but the supply is limited in quantity and inferior in quality—articles of the first necessity are often not to be had at all—even such ordinary articles as table knives are not procurable here, except of so rude a fashion, with bone and metal handles and rough blades, as no decent families in England would admit to their tables, and even a tolerable penknife is hardly to be procured, for the reply generally is, "Out of stock." In table, breakfast, and dinner services, and in bedroom services the supply is quite as deficient, and decent table glass can only be procured by having it imported for one's own use. It must not be supposed, however, that I would advise the importation of articles of elegance and fine manufacture here, for, as I have said before, the number of Europeans who could appreciate such articles is very small, and even among that small number very few indeed think of furnishing their houses and providing for their tables in any but a provisional fashion. All Europeans are birds of passage here, more or less, and no one thinks, as people think in India, of making a home in the country for 20 years or 30 years. I have now been in the country only 6 months, and in that time among the Spanish high officials the whole of the "personnel" has been

changed with one exception, and this exception will disappear next month.

The Captain General is only named for 3 years; the General de Manuá, the next official in point of rank, is only named for 2 years. Of the other high officials it may be said they only retain office so long as the political party who appointed them remain in power, and it has even been known that an official appointed from Madrid has found a letter or telegram of recall awaiting him on his arrival at Manila.

Furniture.

In articles of furniture these temporary residents are inclined to make greater outlay than in more fragile productions, for good furniture generally at a sale fetches a fair price. A great deal of the furniture is made by resident Chinese, and some bamboo and rattan furniture is imported from China. There are some Chinese makers of furniture which have an established reputation, and their goods always command a good sale even at second hand.

There is an abundance of hard wood in the forests, some as hard and black as ebony, and one species of wood called "narra" is very like mahogany and makes excellent furniture. I have seen dining tables here of ebony made of one piece which would accommodate twenty people.

The only articles of imported furniture here are black and white cane-bottomed chairs from Vienna, Japanese cabinets, &c.

I should imagine that the woods used for furniture here might be exported to Europe with profit, but certainly none of the solid carved furniture of Europe would find a market here. Even in the matter of beds the residents here prefer the huge beds of native manufacture with wooden frames and posts and cane bottoms to the lower priced iron bedsteads of Europe.

Having made these general remarks on the distribution of import goods, I proceed to mention some articles of import in detail.

Tissues of cotton, wool, silk, &c.

These, so far as Manila is concerned, are naturally distributed through the tailors and dressmakers. The chief tailor here is a German, and the chief "Magazin de modes" is French. Ladies complain much of the want of dressmakers, those who are best charge extravagant prices and make, they say, badly. Of milliners also similar complaints are made. As for tailoring, residents confine their orders as much as possible to white and alpaca clothing, providing themselves from abroad with other clothing as far as possible, but as white clothing is used every day the necessity for cloth clothing is small.

Boots and shoes.

The only decent working shoemakers are Chinese, who make the white shoes chiefly worn here in the daytime very fairly. Boots and shoes of black, brown, and glazed leather are bought chiefly ready made, and all come from Vienna, and are imported by Messrs. Secker and Co., the leading establishment for boots and shoes and hats in Manila. The expenditure on boots and shoes, however, is not great, as people in this tropical climate walk but little as almost everybody possesses a carriage of some kind. The lower classes either go barefooted or wear chinelas or slippers.

Few tall hats are to be seen in Manila, felt hats and straw hats being mostly worn. These are imported chiefly from Vienna and London. Hats.

One would think that there was a good opening here for a house to supply good English hardware to the Philippines, but such is not the case, for the people are so accustomed to the purchase and use of inferior articles that they would be unable to appreciate and distinguish good articles. As already mentioned, nothing is to be found in the shops but most inferior articles. Wanting a penknife on one occasion, I went to the only shop which does import Rodgers' knives, but as they were out of stock I went to the chief stationers, and was shown a collection of rough, rusty blades, with coarse bone handles, more fit for a labourer to cut bread and cheese with than cut a pen. In all attempts, too, of importing hardware, cheap German goods would in this, as in other lines, be found in formidable competition. Hardware.

In glass, porcelain, and earthenware the shops are very ill supplied; generally, too, the supply is of the commonest kind, and some of the most ordinary requisites for domestic use are found wanting when required. The risk of breakage in the long sea voyages, with obligatory transhipments, no doubt acts as a deterrent against the importation of fine articles, but I doubt if anything better would find an adequate sale; the glass and porcelain on the tables of those who display the most pretensions to elegance are very ordinary both in design and substance, and in the frequent house sales which take place on the departure of European families, for the direct boats to Barcelona and Singapore are always crowded with home-bound passengers, the aspect of the abandoned houses and apartments give one the impression of the late occupiers having been only temporarily encamped in them. Glass, porcelain, &c.

People who cannot digest beer, as is the case with the majority in this climate, although new comers may take to beer for a time until the doctor puts in his veto, must drink wine. Wines, &c.

The most accessible wines are naturally the Spanish wines, the "vino tinto" or red wine, a good deal of which is "val de peñas," and the sherries of Spain. These wines stand the climate very well, but are too alcoholic. The wine chiefly prescribed by the doctor when called in is Bordeaux. The fine growths of Medoc, however, are not to be found here at all, they could not stand the climate, and it would be desecration to attempt to expose Lafitte or Chateau Margaux to the temperature of Luzon. A great deal of Medoc of ordinary growths is imported, and most of it is more or less alcoholized to give it a chance of survival, and even then a bottle turns sour almost as soon as opened, for a bottle opened at mid-day is hardly fit to be drunk in the evening, and a good deal of the Bordeaux comes acid from the shop; some of the fault of this lies with the Manila vendors, for instead of laying the bottles down they keep them all standing up in their shops to show the fine labels, and this often

in the hottest corner of the store. The white wines of the Rhine, Moselle and Hungary keep better, but even Champagne will not keep long without turning acid. The "vino tinto" is a strong, heavy and not very digestible wine.

Beer. Beer comes from England and Germany in equal quantities, and now a native brewery here has been established which does a good business.

Spirits. Cognac is imported from France, and whisky from Great Britain. There are three large Anisette distilleries in Manila besides several in the provinces. Nipa wine, made from the nipa tree, is much drunk by the natives. The distilleries also make cheap gin and rum, and the consumption of these cheap spirits is very great.

Flour. No wheat being grown in the islands, flour is imported entirely from California. A few years ago Australian flour was imported to some extent, but the quality was inferior to Californian and it could not compete.

Tinned goods. Tinned goods, according to class, are more or less divided between England, France, Germany, and the United States.

Petroleum. The bulk of petroleum comes from the United States, but large importations have also been made of Russian oil, although the latter is not so much liked as United States oil. Large tanks are being built at Marwelee in which it is intended that Russian oil shall be stored in bulk, in which state it will be imported in steamers suitable for the purpose. Cocoanut oil is used much by the natives and for lighting the streets, but the light it gives is a very poor one.

Customs.

Levying of customs. The present manner of levying customs is fair enough, but the system of training of examiners is apparently deficient, as for years a certain quality of goods will be passed under a low-paying class, and suddenly a new examiner appears and passes it to a higher-paying class. This naturally is very prejudicial to the merchant who may have sold his goods as goods of low-paying class. The manner of levying duties on exports is fair and simple, except when an unpleasant surprise comes on in the way of new duties without notice.

Contraband. There is a good deal of contraband done principally by the Chinese. The other day a quantity of fine silks was found ingeniously packed in cases of cotton, and a few years ago no less than 164,000 dol. in Mexican dollars were found packed among parcels of matches, and only a month back a Spanish steamer from Hong-Kong, the "Don Juan," caught fire, and being abandoned at sea by captain, crew, and passengers, burnt itself out, and the hull still floated and was towed into harbour by another vessel, and 400,000 dol. in Mexican dollars were found on board of her, which were not in the manifest, and which were intended to be smuggled. Opium is also smuggled to some extent.

Exchange.

Exchange. The exchange has been gradually falling since the beginning of 1892, when the Mexican dollar was at 3*s.* 4¾*d.* for 4 months bank bills on London, and gradually declined with slight fluctuations to 3*s.* 1*d.* at the end of the year; lately the Mexican dollar has had a further fall, and is now at 2*s.* 9*d.* for 4 months bank bills on London, and 2*s.* 8*d.* for bills at sight—a fall quite unprecedented.

The decline in exchange has been prejudicial to imports and favourable to exports; the prices of articles of import are consequently rising in Manila.

The Coinage.

Coinage. The Spanish Government has decided not to establish a mint here for the present, and it will probably be years before they do so. The only benefit to be derived from the establishment of a mint here would be to do away with the present false currency; the present currency being made up of half dollars coined here, and 2 per cent. under value of Mexican dollars in silver, and Mexican dollars of no later date than 1877. It would also put a stop to the present tendency to introduce dollars contraband, but, on the other hand, the present coins would lose 2 per cent. of their value.

Shipping.

Shipping. The total amount of shipping which entered the Bay of Manila during 1892 was nearly the same as for the year 1891. The total amount of entries and clearances for these two years being as follows:—

Nationality.	1891.		1892.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
English	339	333,589	338	394,747
Spanish	150	166,543	145	139,759
German	77	62,740	57	50,670
American	31	29,203	34	44,547
Norwegian	13	9,713	18	24,132
Italian	4	3,422	17	22,204
Japanese	12	11,592	21	21,420
French	26	19,247	26	21,008
Hawaian	..	..	2	2,851
Austrian	3	1,867	2	2,196
Dutch	..	..	4	2,150
Russian	..	..	1	1,386
Belgian	..	..	1	1,381
Sarawak	..	..	2	930
Total	655	637,916	668	729,387

The return of British shipping is given in Annex 1, by which it appears that the number of vessels trading directly with England were 129 entered, of which 12 were in ballast, and 109 cleared, of which 15 were in ballast. The total tonnage of the direct trade was 155,514 tons entered, and of the indirect 55,479 tons cleared. In Annex No. 2 is given the number of ships entering and clearing the port according to nationalities, in which England takes the lead with 172 entries of 200,385 tons.

Next comes Spain with entries 72, tonnage 25,292; United States entries 18, tonnage 23,485; Italy 9, tonnage 11,574. Then France, with entries 13, and tonnage 10,504; but of the 13 French entries 12 consisted of entries of the "Volga," employed in a service now abandoned.

The larger part of Philippine produce is shipped in steamers, as we see, principally British, but for trading with the United States sailers are still principally employed, and are mostly American and Canadian. Steamers, as a rule, get quick despatch in good weather, but during the south-west monsoons there are at times two weeks on a stretch of unworkable weather. Sailers nearly always are detained their full lay-days, and there is no way of decreasing this demurrage, as the merchants may not have her cargo ready or orders may not come as to destination, &c.

There has been a revision of duties on the coasting trade, but this has only aided to facilitate despatch of vessels. The change was so small that it did not affect the movement of goods.

Freights. The rates of freight have fallen about 20 to 25 per cent. on case goods, and on rice over 40 per cent. during the last two years. There are about 36 to 40 coasting steamers in the island, and of a class fit to compare with the best. The sailing coasters are innumerable.

Public Works.

Public works. The Government are at present erecting a large building for a school of art and trades, and a fine building has just been completed for the School of Agriculture.

The Government palace. The new harbour. The palace of the Governor-General in the city was destroyed by the last great earthquake in 1881, and is now a ruin, and ever since that period there has been a talk of rebuilding it, as the building at present occupied as the Governmental residence was formerly merely a Government country house. It is said that the present Captain-General is determined to rebuild the old palace, but as yet no signs are to be seen of reconstruction.

The new harbour is now about as near completion as it was in 1880, which means to say that at the present rate of work it may take 50 or 100 years or any time to complete. Much complaint has been made by merchants of the progress of the work, and of the fact that foreign vessels are largely taxed for this work, and, to appearance, so uselessly. Millions of dollars have been already raised and spent for the benefit chiefly of engineers and con-

tractors. All that can be shown for 13 years' labour and expenditure is a fragment of wall, partly standing and partly in ruins, about 200 yards long, and a small cutting behind it from the rivers. Opposite to this small cutting they are making a dry dock for the working barges and tugs, and the inrunning sea at the mouth of the river meeting the currents running down is ruining the river itself, along the sides of which ships when half unladen have been used to discharge. Banks are forming at the mouths of the cuttings and extend nearly across the river. The river is now about a foot shallower than of yore, owing to the carelessness of the conduct of harbour works, whose usefulness lies in the remote distance.

At present the greater part of the loading and discharging takes place in the bay by means of lighters at about three miles distance, and the present system of loading and discharging is bad, not only on account of the distance from the port, but because also the vessels having to be in the open bay when the weather is at all rough all work has to be stopped, and the cargoes lie in the lighters for nights and days, and robberies by lightermen are very frequent.

Slip at Cavite.

There is a slip at Cavite, a few miles from where is the Government arsenal, which has had steady employment since its opening, and still continues to do good service. All the coasters, with few exceptions, dock and paint there. Owing to unprofitable building contracts it lost money for the first few years, but it is now recovering lost ground, and will be soon in a flourishing condition.

Railways, &c.

The railway from Manila to Dagupan has been of great benefit to the country through which it runs, as produce can now be brought to market for a quarter of its former cost. Rice and sugar principally benefit by this. One of the immediate consequences has been the erection of rice mills on the line. There is a large one at Calumpit and another at Bayamban, both doing a flourishing business, and a third one is on the way out to be put up at Girona. During the rice season the intakings of the railway are very large, and the working pays well, but from July to December business on the line is slack. The company have been having great difficulties with the erection of the bridge over the Rio Grande, which up to date they have not been able to complete. This is a great drawback as the goods and passengers have to be ferried across, and this in flood time will be almost an impossible operation. The new lines of railway the Government had in prospect are left in abeyance for the present, and it will probably be some time before the projects are again taken up, especially if the Manila and Dagupan line were not to pay. The tramway lines have as big a proportionate intake in gross as any line in the

world, yet, strange to say, they do not pay, probably owing to the great cost of running them.

An electric light company has been formed for the lighting of the city and private lighting. The contract for city lighting gives it about 60,000 dol. as a basis. The capital is 500,000 dol., 350,000 dol. of which will be called up. It will be ready for work in four to five months, but will not be in full running before next year.

Agriculture, &c.

Agriculture.

Agriculture is daily on the increase, but rather in a slow way. Naturally the country is old, the natives long settled and their wants few, and the only people interested in spreading agriculture are the estate owners who find their patience sorely tried in stimulating the indolent natives to work. These, as long as their few wants are satisfied, refuse all offers of further employment, and feel as independent as a Neapolitan "lazzaroni." In some of the ports in the islands they will refuse all offers to work cargo, and Chinese coolies are called in, but Chinese agricultural labourers are not allowed.

Mines.

Mines and mineral wealth.

So far as regards the working of the mineral wealth of the Philippines, the subsoil may be said to be in a virgin state, as the islands have never been prospected by mining engineers except in limited localities. Natives have scratched here and there the surface of the earth for gold, and a few Europeans of small capital have engaged with more or less success in mining operations; with respect to gold, silver, lead, copper, and sulphur, some of these enterprises have been unsuccessful, owing simply to the want of sufficient capital and to consequent insufficiency of machinery. There can be no doubt, however, that a good deal of mineral wealth hitherto unexplored does exist in the country.

One of the most abundant sources of mineral wealth is, no doubt, gold, which is found in more or less abundance all over the islands and in Luzon, as well in the mountains of the northern provinces as in the outlets of rivers and freshets in the southern.

The natives, even among the Igorrotes, have, for ages, been washing gold out of the mountain torrents. Various attempts have been made by Europeans to follow in the track of the primitive proceedings of the natives, but up to now with only partial success.

Now, however, an English Company, "The Philippines Mineral Syndicate," has entered upon the field, and began with the purchase of the mines of Mambulao in the province of Camarines del Norte. These mines have been worked in a clumsy aboriginal way for two or three centuries, but extraction came to a standstill for want of any appliances to get out the water.

The promoters of the new company sent out in the first place a mining engineer, Mr. James Hilton, to report on the prospective wealth of various mineral localities in the islands.

Among the objects of the investigations of Mr. Hilton was an auriferous quartz reef in the locality above mentioned, and in consequence of his report, the syndicate sent out another mining engineer, Mr. George Simpson, who had been engaged in working various gold mines in Australia. Mr. Simpson having reported still more favourably, the company have sent out a staff of engineering officials and despatched from England the requisite machinery for the working of the mines—this machinery is now on the point of arriving. Sanguine hopes are entertained of the success of the undertaking, and a short time will now prove whether these have been rightly conceived.

Woods and forests.

The islands abound in woods as before mentioned—whose names make a formidable catalogue. The Island of Mindanao which lies to the extreme south is especially rich in hard woods—in fact, all the wood of the islands is hard fibred—some of these woods, as I have before mentioned, are well adapted for furniture. The bamboo, which is turned to every kind of use, is the only light wood, but out of that, too, elegant furniture is made. A great deal of money has been made by private individuals in the wood trade. Wood-cutting is easy, but the hauling of the wood to the point of shipment is most difficult and costly.

An Agricultural Society has been formed for the cultivation of the Island of Paraguas, and favourable reports are current of the success of the undertaking.

ILOILO.

Mr. Vice-Consul Shelmerdine reports as follows :—

General position of the district.

The past year has been a prosperous one for this district. The largest sugar crop ever imported from this port and a good rice crop have been the means of enriching this district considerably.

Iloilo town.

Under these circumstances it would be only natural to expect that this town would have profited somewhat, but with the exception of a few dwelling houses that have been erected there is no improvement whatever. There are no municipal buildings of any sort, and the roads are in a disgraceful state.

Exports: Sugar.

The amount of sugar exported during the year was 165,408 tons, against 85,104 tons during the year 1891, the value of the crop being double that of the 1891 crop.

Sapan wood.

The shipments of sapan wood during the year were 36,277 piculs against 53,066 piculs in 1891.

Tobacco.

The tobacco crop decreases yearly, as the exportation of this article is practically a monopoly in the hands of a large Spanish Company, and the natives find that growing other products gives them a better result.

Imports: Rice.

During the year 242,548 piculs of rice were imported, chiefly from Saigon, against 218,083 piculs in the preceding year.

Manufactured goods.

It is impossible to get any returns of cotton goods, machinery,

and other manufactured articles, but there is little doubt that Barcelona made goods are coming into the country on a much larger scale, owing to the present protective tariff.

Ports. A local committee has been formed and duly authorised by the Government to carry out the improvements required in the port, such as dredging the river and building moles, but so many difficulties have been placed in the way of obtaining funds that up to the present nothing to speak of has been done.

Shipping. During the year 114 foreign-going vessels cleared from this port, 86 being steamers, while of the total 56 carried the British flag.

Roads and bridges. Many of the bridges, which are often badly built or of poor materials, are in a deplorable state, while some of the roads up country are quite impassable after a little rain. The natives having plenty of rice, and there being a great demand for labour, pay their taxes in coin and thus do not give their 14 days' work on the roads. These taxes must go to the Central Government at Manila, as in this province there is absolutely nothing to show for them.

Future prospects. The present sugar crop is a good one, although it is not estimated to be as large as the last, yet the rise in prices will have more than compensated for any difference that there may be in the quantity. This rise in values has given a great impulse to the new plantings and a larger extent of ground will now come under cultivation.

The rice crop just gathered is the largest there has been for many years, and very little if any foreign grain will be required.

Altogether the inhabitants of this fertile district are very well off at present, and the only thing that they require are better means of communication in order that the products of the interior can be brought to market, as at present it costs more to bring a ton of sugar from some of the estates to this port than it does to carry the same amount from here to New York or Montreal.

Cebu.

Vice-Consul Cadell reports as follows:—

Exports. The sugar crop of 1892 in this district proved, as was expected, to be a much larger one than that of 1891, the value of exports from this port having risen from 412,850*l.* in 1891 to 482,316*l.* in the past year, by far the larger portion of this amount representing the value of produce shipped to Great Britain and Hong-Kong. The quantity of hemp exported shows a falling off, but this is accidental, as a large cargo of this fibre will clear during the first few days of 1893. The production of hemp has increased.

Imports. The value of the imports is 29,600*l.* in 1892, against 68,650*l.* in 1891. The quantity of rice imported during 1892 having been smaller than was the case during the previous year; maize having largely displaced rice as the ordinary food of the people.

Tonnage. Annex A. shows that the bulk of the tonnage entering and clearing was British.

Annex 1.—RETURN of British Shipping at the Port of Manila, Philippine Islands, during the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
117	12	129	136,645	18,869	155,514	5,193	£ ...	109	11	120	142,555	7,006	149,561	5,265	£ ...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
China	10	5	15	10,255	6,210	16,465	526	£ ...	China	15	...	15	10,255	...	10,255	526	£ ...
Cochin China ...	1	1	2	1,030	1,270	2,300	57	...	Japan	...	2	2	...	3,135	3,135	77	...
Japan	4	1	5	7,088	1,842	8,930	129	...	Spain	1	...	1	1,139	...	1,139	17	...
Batavia	1	2	3	1,462	2,076	3,538	61	...	France	1	...	1	2,493	...	2,493	27	...
Philippine Islands	21	...	21	24,246	...	24,246	609	...	United States ...	16	...	16	22,589	..	22,589	322	...
								...	Philippine Islands	5	13	18	6,892	18,082	24,974	382	...
Total... ...	37	9	46	44,081	11,398	55,479	1,383	...	Total... ...	38	15	53	43,268	21,217	64,585	1,351	...

Annex 2.—RETURN of Entries and Clearances of all Shipping at the Port of Manila by Nationalities during the Year 1892.

Nationality.	Entries.		Clearances.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	172	200,385	166	194,362	338	394,747
Spanish	72	68,529	73	71,230	145	139,759
German	28	25,297	29	25,373	57	50,670
American	18	23,485	16	21,062	34	44,547
Norwegian	9	12,066	9	12,066	18	24,132
Italian	9	11,950	8	10,254	17	22,204
Japanese	11	10,574	10	10,846	21	21,420
French	13	10,504	13	10,504	26	21,008
Hawaian	1	980	1	1,871	2	2,851
Austrian	1	1,098	1	1,098	2	2,196
Dutch	2	1,078	2	1,078	4	2,156
Russian	1	1,386	...	...	1	1,386
Belgian	...	...	1	1,381	1	1,381
Sarawak	1	465	1	465	2	930
Total	338	367,797	330	361,590	668	729,387

Annex 3.—RETURN showing the Receipts of Hemp during the Years 1892–91–90.

Ports.	Quantity.		
	1892.	1891.	1890.
	Bales.	Bales.	Bales.
Manila	668,676	582,913	486,094
Cebu	91,451	96,510	56,818
Total	760,127	679,423	542,912

RETURN showing the Export of Hemp during the Years 1892–91–90.

Country.	Quantity.		
	1892.	1891.	1890.
	Bales.	Bales.	Bales.
United States of America ..	383,076	132,267	109,719
Great Britain	358,366	443,214	341,993
California	19,756	24,350	21,500
Australia	13,783	18,522	18,413
Elsewhere	15,527	17,194	14,530
Total	790,508	635,547	506,155

TABLE showing the Stock of Hemp Afloat and in Store on December 31, 1892–91–90.

Ports.	Quantity.		
	1892.	1891.	1890.
	Bales.	Bales.	Bales.
Manila	74,165	114,217	84,658
Cebu	19,378	16,207	8,390
Total	93,543	130,424	93,048

RETURN showing Quantity of Hemp Loading on December 31, 1892–91–90.

Country.	Quantity.		
	1892.	1891.	1890.
	Bales.	Bales.	Bales.
United States of America ..	9,000	..	..
Great Britain	10,000	12,000	13,000
Total	19,000	12,000	13,000

RETURN showing the Estimated Local Consumption of Hemp during the Years 1892–91–90.

Year.	Quantity.
	Bales.
1892..	6,500
1891..	6,500
1890..	6,500

Annex 4.—Tables showing Grades of Sugar Exported from the Philippine Islands during the Years 1892–91–90.

1892.

Description.	Atlantic Ports of United States and Canada.	Great Britain.	California.	Spain.	China, &c.	Total.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Second white and refined	...	...	...	46,752	...	46,752
Extra	101,200	101,984	...	...	515,898	722,082
Superior	16,320	...	...	...	...	16,320
Taal	...	246,775	...	...	13,666	260,441
Iloilo—						
Superior	1,163,292	870,234	...	1,760	493,239	2,528,525
Current	...	85,720	...	...	...	85,720
Cebu—						
Superior	20,320	64,000	...	...	192,500	276,820
Current	...	14,400	...	...	...	14,400
Total... ...	1,301,132	1,386,113	...	48,512	1,215,303	3,951,060

1891.

Description.	Atlantic Ports of United States and Canada.	Great Britain.	California.	Spain.	China, &c.	Total.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Second white and refined	...	...	...	34,514	3,000	37,514
Extra	279.920	131,477	46,800	...	175,765	633,962
Superior	...	6,000	...	...	...	6,000
Taal	...	404,950	...	...	20,236	425,186
Iloilo—						
Superior	1,085,952	238,347	...	2,880	59,150	1,386,329
Current	...	41,434	...	...	...	41,434
Cebu—						
Superior	65,600	6,400	...	...	41,000	113,000
Current	...	19,200	...	...	...	19,200
Total... ...	1,431,472	847,808	46,800	37,394	299,151	2,662,625

1890.

Description.	Atlantic Ports of United States and Canada.	Great Britain.	California.	Spain.	China, &c.	Total.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Second white and refined	...	...	...	57,543	...	57,543
Extra	122,075	...	82,320	...	286,524	490,919
Superior	47,176	12,000	...	...	15,010	74,186
Taal	...	215,710	...	...	21,690	237,400
Iloilo—						
Superior	828,600	269,036	...	5,280	213,628	1,316,544
Current	...	128,550	...	...	...	128,550
Cebu—						
Superior	...	10,400	...	...	39,920	50,320
Current	...	4,960	...	...	...	4,960
Total... ...	997,851	640,656	82,320	62,823	576,772	2,360,322

Annex 5.—RETURN of Principal Articles of Export from Manila, Cebu, and Iloilo during the Years 1892–91.

		Atlantic Ports of United States and Canada.		Great Britain.		California.		Continent of Europe.	
		1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.
Hemp—									
From Manila	Piculs ..	675,392	233,134	630,932	740,442	39,512	48,700	6,766	8,268
Cebu	„ ..	90,760	31,400	85,800	144,386	..	..	..	..
Iloilo	„ ..	..	..	..	1,600	..	..	..	..
Total	„ ..	766,152	264,534	716,732	886,428	39,512	48,700	6,766	8,268
Sugar—									
From Manila	„ ..	117,520	279,920	380,559	609,627	..	46,800	48,512	37,394
Cebu	„ ..	20,320	65,600	78,400	25,600	..	..	..	..
Iloilo	„ ..	1,163,292	1,085,952	927,154	212,581	..	..	..	..
Total	„ ..	1,301,132	1,431,472	1,386,113	847,808	..	46,800	48,512	37,394
Sapan wood	Piculs ..	..	..	4,900	4,331	..	..	..	..
Cigars	M. ..	110	151	13,866	12,057	171	750	17,737	8,195
Coffee	Piculs ..	..	160	1,363	1,234	..	490	18,924	41,489
Cordage	„ ..	..	..	..	..	..	..	183	172
Indigo	Quintals ..	528	..	812	..	..	..	47	..
Leaf tobacco	„ ..	..	8	5,309	7,664	..	..	248,652	186,926
Mother-of-pearl shells ..	Piculs ..	..	..	97	160	..	..	..	96
Hide cuttings	„ ..	1,219	821	..	..	..	..	..	..
Gum Almaciga	„ ..	..	..	482	48	..	..	137	402

RETURN of Principal Articles of Export from Manila, Cebu, and Iloilo during the Years 1892–91—continued.

		Australia.		Singapore and India.		China and Japan.		Total.	
		1892.	1891.	1892.	1891.	1892.	1891.	1892.	1891.
Hemp—									
From Manila	Piculs ..	27,566	37,044	7,060	8,560	17,228	17,560	1,404,456	1,093,703
Cebu	„ ..	..	..	..	..	..	..	176,560	175,786
Iloilo	„ ..	..	..	..	..	..	..	..	1,600
Total	„ ..	27,566	37,044	7,060	8,560	17,228	17,560	1,581,016	1,271,094
Sugar—									
From Manila	„ ..	..	..	..	..	541,350	199,001	1,087,941	1,172,742
Cebu	„ ..	..	..	..	..	192,500	59,150	291,220	150,350
Iloilo	„ ..	..	..	..	..	481,453	41,000	2,571,899	1,339,533
Total	„ ..	..	..	..	..	1,215,303	299,151	3,951,060	2,662,625
Sapan wood	Piculs ..	..	..	..	..	56,559	62,816	61,459	67,147
Cigars	M. ..	13,759	10,199	49,210	25,858	42,206	40,531	137,059	97,740
Coffee	Piculs ..	..	..	401	1,479	535	1,064	21,223	45,916
Cordage	„ ..	..	..	1,330	1,812	92	408	1,605	2,392
Indigo	Quintals..	..	..	174	11	4,009	1,769	5,570	1,780
Leaf tobacco	„ ..	..	..	288	1,457	35	12	254,284	196,067
Mother-of-parl shells ..	Piculs ..	..	..	26	12	45	18	168	286
Hide cuttings	„ ..	..	..	5	84	1,392	1,817	2,616	2,722
Gum Almaciga	„ ..	..	..	3,607	1,296	629	431	4,855	2,177

Comparative Statement of the Exports of Sugar and Hemp during the Years 1890–85.

Year.	Atlantic Ports of United States and Canada.	Great Britain.	California.	Continent of Europe.	Australia.	Singapore and India.	China and Japan.	Total.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Hemp.								
1890	219,452	683,986	43,000	3,936	36,826	8,398	16,712	1,012,310
1889	399,414	644,044	40,400	2,478	35,122	3,500	12,184	1,137,142
1888	492,874	695,708	69,900	5,722	35,446	2,050	21,158	1,322,858
1887	491,690	454,576	31,056	4,082	29,596	2,160	16,786	1,029,946
1886	346,122	328,296	26,300	1,726	19,474	760	20,686	743,364
1885	388,618	381,838	16,134	1,222	26,744	700	19,004	834,260
Sugar.								
1890	997,851	640,656	82,320	62,823	82	..	576,690	2,360,422
1889	2,075,442	833,773	285,100	81,952	..	16	226,529	3,502,812
1888	1,353,820	562,478	548,690	74,072	1,382	..	424,478	2,964,920
1887	1,903,957	478,193	72,000	72,165	1,420	134	338,514	2,866,383
1886	2,094,227	423,174	64,000	87,096	..	145	304,147	2,972,789
1885	2,219,158	532,666	77,260	66,796	..	..	359,970	3,255,850

Annex 6.—Return of Principal Articles of Export from Iloilo during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar	Piculs ...	2,646,516	1,488,666	1,361,660	799,760
Sapan wood...	,, ...	36,277	9,069	53,066	10,257
Tobacco	Quintals ...	14,917	19,890	26,340	43,900
Hemp	...	...	...	...	...
Total	...	...	1,517,525	...	853,917

Return of Principal Articles of Import to Iloilo during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Rice	Piculs ...	242,548	90,900	218,083	79,000
Petroleum	Cases ...	40,079	15,100	86,384	35,167
Coals...	Tons ...	4,791	5,600	2,628	3,767
Total	...	...	111,600	...	117,934

Annex 7.—Return of all Shipping at the Port of Iloilo during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	27	38,025	32	47,189	59	85,214
German	1	1,117	28	24,722	29	25,839
Spanish	...	...	11	6,340	11	6,340
American	1	1,272	...	...	1	1,272
Other countries ...	1	1,104	16	18,381	17	19,485
Total	30	41,518	87	96,632	117	138,150

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	25	34,794	31	45,696	56	80,490
German	1	1,117	28	24,722	29	25,839
Spanish	...	...	11	6,340	11	6,340
American	1	1,272	...	...	1	1,272
Other countries ...	1	1,104	16	18,381	17	19,485
Total	28	38,287	86	95,139	114	133,426

Annex 8.—RETURN of British Shipping at the Port of Cebu in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
...	7	7	...	10,235	10,235	258	£ ...	6	...	6	8,510	...	8,510	231	£ 180,461

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.									Cleared.								
Country whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Country to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Japan	1	2	3	1,097	2,938	4,035	60	£ 1,200	United States ...	5	...	5	7,231	...	7,231	100	£ 134,232
Java	...	1	1	...	1,953	1,953	27	...									
China	...	1	1	...	1,525	1,525	14	...									
Manila	...	1	1	...	1,243	1,243	23	...									
Total	1	5	6	1,097	7,659	8,756	124	1,200	Total	5	...	5	7,231	...	7,231	100	134,232

Annex 9.—Return of all Shipping at the Port of Cebu during the Year 1892.

Entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	5,248	8	12,188	12	17,466
Austrian	1	1,135	...	...	1	1,135
German	...	...	7	6,556	7	6,556
Norwegian	1	901	2	1,924	3	2,825
Dutch	...	...	1	672	1	672
Spanish	...	...	3	1,608	3	1,608
Hawaian	1	1,516	...	...	1	1,516
Total	7	8,830	21	22,948	28	31,778
,, for the year preceding ...	3	4,395	20	22,995	23	27,390

Cleared.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	4	5,278	7	10,463	11	15,741
American	1	1,135	...	...	1	1,135
German	...	...	7	6,556	7	6,556
Norwegian	1	901	2	1,924	3	2,825
Dutch	...	...	1	672	1	672
Spanish	...	...	3	1,608	3	1,608
Hawaian	1	1,516	...	...	1	1,516
Total	7	8,830	20	21,223	27	30,053
,, for the year preceding ...	3	4,395	20	22,995	23	27,390

Annex 10.—Return of Principal Articles of Export from Cebu during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.*	Quantity.	Value.*
	Tons.	£	Tons.	£
Wet sugar	900	7,200	1,200	8,400
Dry sugar	17,488	166,136	7,562	71,840
Hemp	11,035	308,980	11,087	332,610
Total	29,423	482,316	19,849	412,850

* Approximate.

RETURN of Principal Articles of Import into Cebu during the Years 1892–91.

Articles.	1892.		1891.	
	Quantity.	Value.*	Quantity.	Value.*
	Tons.	£	Tons.	£
Rice	3,547	28,400	7,500	63,750
Coal	820	1,200	2,800	4,900
Total	4,367	29,600	10,300	68,650

* Approximate.

Annex 11.—TABLE showing the Total Value of all Articles Exported from and Imported to Cebu from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	195,355	290,670	..	..
United States	170,881	75,515	..	..
Hong-Kong	116,080	24,340	5,994	10,625
Saigon	..	..	22,406	44,625
Japan	..	..	1,200	4,900
Haiphong	..	..	..	8,500
Total	482,316	412,850	29,600	68,650

NOTE.—In this and other tables the values are approximate only, being calculated at the average from last season, there being no statistics of value kept here.

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1893.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE AND FINANCE.

SPAIN.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE CANARY ISLANDS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1120.

Presented to both Houses of Parliament by Command of Her Majesty,
SEPTEMBER, 1893.

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1215.	Old Calabar	½d.	1275.	St. Petersburg	7½d.
1216.	Foochow	1d.	1276.	Alexandria	1½d.
1217.	Wuhu	1d.	1277	Tokio	2½d.
1218	Vera Cruz	1½d.	1278.	Bilbao	3½d.
1219.	San José	1d.	1279.	Beyrout	6d.
1220.	Antwerp	1d.	1280.	Pekin	2½d.
1221.	Mogador	2½d.	1281.	Salvador	1d.
1222.	Berlin	1½d.	1282.	Malaga	4d.
1223.	Rome	1d.	1283.	Buenos Ayres	8½d.
1224.	Constantinople	6½d.	1284.	Canton	1d.
1225.	Barcelona	2½d.	1285.	Washington	4½d.
1226.	Madeira	5½d.	1286.	Warsaw	½d.
1227.	Söul	1½d.	1287.	Pekin	½d.
1228.	Chinkiang	1d.	1288.	Amsterdam	1d.
1229.	Newchwang	1d.	1289.	Manila	2½d.
1230.	Chungking	1½d.	1290.	Bahia	1d.
1231.	Hankow	1d.	1291.	Munich	1d.
1232.	Odessa	2d.	1292.	Trieste	1½d.
1233.	Chicago	3d.	1293.	Tunis	4d.
1234.	Taganrog	2½d.	1294.	Montevideo	1½d.
1235.	Ningpo	1d.	1295.	Belgrade	2d.

No. 1296.

Reference to previous Report, Annual Series No. 1120.

SPAIN.

TENERIFFE.

Consul Harford to the Earl of Rosebery.

My Lord, *Teneriffe, August* 25, 1893.

I HAVE the honour to forward to your Lordship herewith enclosed the Annual Report on the Commerce and Trade of the Canary Islands during the past year.

I have, &c.

(Signed) S. H. HARFORD.

Report on the Trade and Commerce of the Canary Islands for the Year 1892.

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General Review of Trade.

General review of trade, 1892.

While the export trade is again nearly double that of the preceding year, there appears a falling-off in the import trade. This is due almost entirely to the cholera epidemic at Hamburg and the stringent quarantine regulations imposed on all vessels arriving from Europe.

Shipping, &c.

The increase in shipping continues steadily, 150 steamers a month being now the average in Grand Canary against 90 in 1891, while a proportionate increase is noted in all the other islands.

Harbour works.

Considerable progress has taken place in both Teneriffe and Grand Canary in this direction.

Trade and Commerce.

Exports.

The export trade, which (with the exception of specie) is confined to fruit and vegetables, as will be seen from the custom-house returns, is nearly double in value that of 1891, and as the extent of land cultivated does not represent one-half of what may be made productive, the value, if it continues at the same rates, will in a few years exceed 1,000,000*l.*

Imports.

The increasing popularity of the islands as a health resort, and the drain on the natural productions of the country by the export trade, necessitates increase in the imports, and the decrease of last year cannot, for the reason I have given in the general review of last year's trade, be regarded as any indication of the real value.

Industry and Enterprise.

With the exception of the tunny fishing establishment in Gomera I have nothing new to report on under this heading.

Public Works.

Roads.

Road-making continues to progress both in Teneriffe and Grand Canary, and though the work goes on slowly it is most excellent. The village of St. Andres, mentioned in my last report, is now almost connected with Santa Cruz.

Electric lighting.

In the Island of Palma, to the west of Teneriffe, the town of Santa Cruz is already lighted by electricity; and though not yet arranged in Teneriffe, the lighting of Orotava will probably be commenced in the winter.

Several new buildings have been finished in Santa Cruz, Teneriffe, and a bull ring, costing 7,000*l.*, has been opened.

General Remarks.

The new Italian tunny fishery at the island of Gomera appears to have good prospects. The fish are tinned in round boxes of about ½ lb. in weight, and are opened by the rolling key system. The price wholesale is about 6*d.* a tin. At present they are chiefly exported to Italy, and last year 1,500 cases, weighing 85 kilos. each, were consigned to a Genoese firm. Tunny fishery, Gomera.

At my visit in the winter of last year I found 20 men and 20 women employed in the factory, most of them Italian. The fish, which are very plentiful on that coast, are taken by the Spanish native fishermen, and the company have a steam launch for conveying the tinned cargoes to San Sebastian for the intra-insular steamers.

Besides this new industry, and the general increasing prosperity of the islands, I have nothing to add to the general remarks of my report last year. It may, however, be interesting to invalid visitors to learn that the rooms in nearly all the hotels are already engaged for the forthcoming winter, and applications for accommodation are arriving by every mail. General prosperity of islands.

Annex 1.—TABLE showing the Value of all Articles Imported into Santa Cruz, with the Country of Origin, during the Year 1892.

Europe									
England.	Germany.	France.	Spain.	Italy.	Gibraltar.	Portugal.	Sweden.	Norway.	Belgium.
Pesetas. 7,679,009	Pesetas. 2,103,518	Pesetas. 1,395,660	Pesetas. 846,907	Pesetas. 69,276	Pesetas. 19,215	Pesetas. 24,398	Pesetas. 10,000	Pesetas. 85,500	Pesetas. 17,000

Africa.			America.					Total.
Morocco.	Fisheries.	Portuguese Possessions.	United States.	Venezuela.	Cuba.	Argentine Republic.	Uruguayan Republic.	
Pesetas. 307,338	Pesetas. 152,267	Pesetas. 7,050	Pesetas. 891,114	Pesetas. 8,312	Pesetas. 549,715	Pesetas. 208,858	Pesetas. 310	Pesetas. 14,375,447 (575,017*l.*)

TABLE showing the Quantity and Value of the Principal Articles of Export from Santa Cruz during the Year 1892.

Destination.	Rum.		Fruits.						Cattle.		Cereals.		Dry Vegetables.	
			Almonds.		Bananas.		Vegetables.							
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Litres.	Pesetas.	Kilos.	Pesetas.	Kilos.	Pesetas.	Kilos.	Pesetas.	Number.	Pesetas.	Kilos.	Pesetas.	Kilos.	Pesetas.
Europe—														
Germany	...	...	5,036	8,413	56,660	5,899	242,744	140,388	...	...	...	...	1,040	312
Spain	...	...	...	...	62,020	34,111	178,957	89,478	20	3,000	5,684	1,136	149,854	37,464
Portugal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
France	4,070	1,625	...	...	242,860	36,957	16,130	7,751	5	437	...	...	299	502
Italy	...	...	...	...	38,090	5,078	620	178	...	...	...	...	...	...
England	382	119	103,958	165,289	5,950,826	1,432,792	5,912,438	2,384,112	...	...	...	...	31,943	11,734
Belgium	...	...	3,764	5,646	975	408	6,600	8,250	...	...	...	...	...	...
Africa—														
West Coast	359,838	129,448	...	...	8,687	2,176	287,036	58,117	147	14,069	3,530	681	943	341
America—														
Cuba	16,497	11,738	2,365	3,631	...	...	2,797,044	432,724	...	...	...	...	1,173,550	426,809
West Indies	...	...	...	...	...	...	241,990	145,194	...	...	...	...	...	...
Argentine Republic	...	...	314	471	...	...	120	48	...	...	...	...	1,100	440
Uruguayan Republic ...	...	...	...	...	...	...	...	...	...	...	...	...	9,600	3,840
Venezuela	671	1,088	380	570	...	...	535	74	4	80	...	...	12,079	3,040
Australia	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	381,458	144,018	115,817	184,020	6,360,118	1,517,421	9,684,214	3,266,314	176	17,586	9,214	1,817	1,380,408	484,482

TABLE showing the Quantity and Value of the Principal Articles of Export from Santa Cruz during the Year 1892—continued.

Destination.	Paving Stones.		Colouring Materials.				Tobacco (in Leaf and Manufactured).		Wine.		Sundries.	Total.
			Cochineal.		Orchilla.							
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
	Kilos.	Pesetas.	Kilos.	Pesetas.	Kilos.	Pesetas.	Kilos.	Pesetas.	Litres.	Pesetas.	Pesetas.	Pesetas.
Europe—												
Germany	...	...	63,238	158,919	...	...	...	...	227,732	86,368	18,856	419,155
Spain	14,678	3,672	...	...	...	...	42,310	211,550	5,195	7,793	478,328	866,532
Portugal	1,850	280	...	...	...	...	...	...	...	...	...	380
France	28,861	64,937	123,975	307,209	...	...	5	50	5,804	7,501	335,740	762,709
Italy	...	...	300	750	...	...	...	...	1,850	871	180	7,057
England	81,676	183,771	312,821	787,947	412	412	1,005	6,655	243,276	83,662	798,998	5,855,491
Belgium	...	...	...	...	250	250	...	...	92,234	35,707	120	50,381
Africa—												
West Coast...	250	563	6,776	17,093	...	...	1,091	5,572	55,338	19,131	553,840	801,031
America—												
Cuba	739,391	399,752	...	...	...	...	...	...	100,617	88,706	470,730	1,834,090
West Indies ...	...	...	...	...	...	...	...	...	...	...	830	146,024
Argentine Republic ...	...	...	...	...	...	...	...	...	1,912	1,551	323	2,833
Uruguayan Republic ...	...	...	...	...	...	...	50	70	3,932	2,072	400	6,382
Venezuela	1,680	300	...	...	...	...	...	...	128,416	185,971	30,042	221,165
Australia	...	...	...	...	...	...	...	...	164	300	...	300
Total	868,386	653,375	507,110	1,271,918	662	662	44,461	223,897	866,470	519,633	2,688,387	10,973,530
Equivalent in sterling	...	...	...	...	...	...	...	...	...	...	...	438,941*l.*

Annex 2.—RETURN of British Shipping at the Port of Santa Cruz, Teneriffe, in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
326	...	326	590,348	...	590,348	18,769	...	297	...	297	551,657	...	551,657	18,202	...

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£									£
Spain	20	...	20	13,285	...	13,285	416	...	Spain	19	...	19	12,408	...	12,408	385	...
France	2	...	2	5,005	..	5,005	174	...	France	3	...	3	5,562	...	5,562	202	...
Germany	10	...	10	10,203	...	10,203	281	...	Germany	2	...	2	2,957	...	2,957	49	...
River Plate ..	4	...	4	5,456	...	5,456	94	...	River Plate ...	7	...	7	8,157	...	8,157	159	...
Brazil	1	...	1	1,292	...	1,292	21	...	Brazil	4	...	4	5,257	...	5,257	98	...
Other countries ...	5	...	5	6,828	...	6,828	175	...	Other countries ...	4	...	4	3,613	...	3,613	125	...
									United States ...	...	32	32	...	42,806	42,806	710	...
Total... ..	42	...	42	42,069	...	42,069	1,161	...	Total... ...	39	32	71	37,954	42,806	80,760	1,728	...

Annex 3.—RETURN of British and Foreign Shipping at the Port of Santa Cruz, Teneriffe, during the Year 1892.

ENTERED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British	868	632.417	19.930	..	..	..	368	632.417	19,930
Spanish	125	123,082	5,432	..	..	..	125	123,082	5,432
French	165	235,005	6,821	..	..	..	165	235,005	6,821
German	144	188,929	5,741	..	..	..	144	188,929	5,741
Italian	15	21,820	657	..	..	..	15	21,820	657
Portuguese	12	5,771	210	..	..	..	12	5,771	210
Norwegian	5	3,032	68	..	..	..	5	3,032	68
American	5	1,615	86	..	..	..	5	1,615	86
Russian	2	2,149	95	..	..	..	2	2,149	95
Swedish	1	363	14	..	..	..	1	363	14
Peruvian	1	107	9	..	..	..	1	107	9
Total	843	1,214,290	39,063	..	..	..	843	1,214,290	39,063

RETURN of British and Foreign Shipping at the Port of Santa Cruz, Teneriffe, during the Year 1892—continued.

CLEARED.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
British	336	589,611	19,183	32	42,806	747	368	632,417	19,930
Spanish	125	123,082	5,432	..	..	..	125	123,082	5,432
French	165	235,005	6,821	..	..	..	165	235,005	6,821
German	144	188,929	5,741	..	..	..	144	188,929	5,741
Italian	15	21,820	657	..	..	..	15	21,820	657
Portuguese	12	5,771	210	..	..	..	12	5,771	210
Norwegian	5	3,032	68	..	..	..	5	3,032	68
American	5	1,615	86	..	..	..	5	1,615	86
Russian	2	2,149	95	..	..	..	2	2,149	95
Swedish	1	363	14	..	..	..	1	363	14
Peruvian	1	107	9	..	..	..	1	107	9
Total	811	1,171,484	38,316	32	42,806	747	843	1,214,290	39,063

Annex 4.—RETURN of Foreign Shipping Engaged in the Direct and Indirect Trade at the Port of Santa Cruz, Teneriffe, in the Year 1892.

ENTERED.

Nationality.	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Spanish	109	100,996	16	22,086	125	123,082
French	70	85,560	95	149,445	165	235,005
German	39	44,924	105	144,005	144	188,929
Italian	6	8,290	9	13,530	15	21,820
Portuguese... ...	9	2,934	3	2,837	12	5,771
Norwegian	3	1,270	2	1,762	5	3,032
American	2	524	3	1,091	5	1,615
Russian	...	...	2	2,149	2	2,149
Swedish	1	363	...	...	1	363
Peruvian	...	...	1	107	1	107
Total	239	244,861	236	337,012	475	581,873

CLEARED.

Nationality.	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Spanish	113	106 114	12	16,968	125	123,082
French	110	162,111	55	72,894	165	235,005
German	103	143,083	41	45,846	144	188,929
Italian	7	12,043	8	9,777	15	21,820
Portuguese... ...	2	1,527	10	4,244	12	5,771
Norwegian	...	...	5	3,032	5	3,032
American	1	695	4	920	5	1,615
Russian	...	...	2	2,149	2	2,149
Swedish	...	...	1	363	1	363
Peruvian	...	...	1	107	1	107
Total	336	425,573	139	156,300	475	581,873

RETURN of Spanish Shipping engaged in the Coasting Trade at the Port of Santa Cruz, Teneriffe, during the Year 1892.

ENTERED.

Description.	Number of Vessels.	Tons.	Crews.
Steam	183	41,176	4,280
Sail	621	22,332	9,942
Total	804	63,508	14,222

CLEARED.

Description	Number of Vessels.	Tons.	Crews.
Steam	183	41,176	4,280
Sail	672	23,703	10,007
Total	855	64,879	14,287

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FOREIGN OFFICE.

1893.

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SPAIN.

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 968.

Issued during the Recess and Presented to both Houses of Parliament by Command of Her Majesty.

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SPAIN.

PORTO RICO.

Acting-Consul Latimer to the Earl of Rosebery.

My Lord, *Porto Rico, September* 12, 1893.

I HAVE the honour to enclose herewith my Report on the Trade and Commerce of the Island of Porto Rico for the year 1891.

The values given in the Tables are the official ones, no allowance having been made for the difference between the real and official values for the coffee export, as was done in my reports for the years 1889 and 1890, because no other articles besides coffee being affected, the discrepancy as compared with the Official Statistics, which form the basis of this Report, would have been very great. A comparison between the real and official values is, however, made in the second paragraph of this Report.

I much regret the late date at which this Report is sent forward, which is due to the Official Statistics for 1891 not having been published until March of this year, and to the subsequent press of work.

The Official Statistics for 1892 have not been issued as yet, either, but I shall endeavour without them to prepare the Report for this year at an early date, as required by the Consular Instructions.

I have, &c.
(Signed) WILLIAM G. LATIMER.

Report on the Trade and Commerce of Porto Rico for the Year 1891.

ABSTRACT of Contents.

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The total value of the commerce for the year 1891 shows a falling off of 438,026*l.* as compared with the official figures for 1890, but is greater than that of any of the years from 1886 to 1889.

The official figures give the value of the exports at 1,977,199*l.* and of the imports at 3,372,953*l.* It would appear however that the official value assigned to the exports of coffee is 750,212*l.* less than the real value; that of sugar 54,448*l.*, and that of tobacco 104,276*l.*, which would make the real value of the exports 2,886,135*l.* On the other hand, the value of the imports is over-estimated by 505,943*l.*, thus reducing the real value to 2,867,010*l.*, and giving a small balance in favour of the exports of 19,125*l.*, instead of against them as is shown by the official figures.

Exports.

These show a general falling off with the exception of tobacco, which has increased. The amount of the decrease as given by the official figures is 190,904*l.*

Sugar. The falling off in this crop as compared with the year 1890 is of 10,097 tons, due to the weather and reduction of the cultivated area.

Molasses. The export of this product which has amounted to 12,369 tons has fallen off proportionately to that of sugar, the United States having taken the whole amount. The English possessions of Canada which the year before took 1,797 tons has imported none in 1891.

Coffee. The decrease in the export of this crop has only been 991 tons. Cuba has taken about the same quantity as last year, while Spain has increased her consumption from 3,404 tons to 5,380 tons, thus maintaining the second place to which she had risen from fourth in 1890; France follows with 2,068 tons, and Austria, Germany and Italy with 1,375 tons, 1,357 tons, and 1,266 tons respectively.

Tobacco. This is the only article of export which shows an increase amounting to 591 tons. Spain yet leads with 1,432 tons, Cuba following with 908 tons, the remaining 58 tons being distributed between England, the United States, Denmark, Germany, and France.

Cattle. 1,231 head less have been exported this year than in 1890. The French West Indies still lead with 2,027 head, the English come second with 1,130 head, and Santo Domingo, Danish possessions, Dutch possessions, and Cuba follow with 114 head, 68 head, 40 head, and 12 head respectively. The real value of this export is 33,910*l.*, and not 16,955*l.* as given officially.

Hides. Spain has taken 303 tons as against 199 tons in 1890; Germany 78 tons, and France 42 tons

Guano. The export of this article has risen from 2,113 tons in 1890 to 8,686 tons in the present year, destined all to England.

Other articles. The principal of these are salt, of which the United States took 511 tons, and English possessions 159 tons. Tallow, 107

tons of which were shipped to Spain, and 15 tons to Cuba. Corn shipped to the extent of 125 tons to Venezuela and 43 tons to Spain and Cuba. 24,729 gallons of aguardiente were imported by Spain, 7,509 gallons by the Danish possessions, 5,940 gallons by the United States, and 143 gallons each by England and France. The United States also imported 5,425 gallons of bay rum. 121,000 cocoanuts, valued at 600*l.*, were sent to Spain. Other fruits were exported to the United States and English possessions to the value of 1,503*l.*

Imports.

The official figures show a falling off in the imports of 273,122*l.*, or about 7 per cent., which corresponds to the fall in the exports to within a fraction of 1 per cent. England has not only maintained the second place, but is the only country showing an increase as compared with the previous year, all others have fallen off, but keeping the same relative positions in the importance of their exports.

Cotton. There has been a decrease during 1891 of 292 tons. Spain comes first with 1,238 tons, valued at 281,671*l.* England second with 1,116 tons of the value of 228,665*l.*, and France, the United States, and Germany send between them 114 tons of the value of 24,178*l.*

Woollens. These also show a falling off of 41 tons as compared with 1890, and of 96 tons as compared with 1889. England still holds first place with 48 tons, Spain second with 17 tons, France third with 14 tons, and Germany fourth with 6 tons. The total value of the import has been 43,683*l.*

Jute, flax, and hemp. The import of these goods has slightly advanced, being 65 tons more than in 1890, making the import nearly the same as 1889. England's share of the increase is 55 tons, Germany's 40 tons, the United States' 37 tons, whilst the imports of France and Spain have fallen off 73 tons. The total amount of the import has been 1,885 tons, valued at 175,987*l.*

Rice. 27,630 tons have been imported, valued at 497,355*l.* England holds the lead with about the same quantity as last year, 12,671 tons, valued at 228,089*l.*, whilst Germany has fallen off 3,383 tons, and Spain has only sent 2,180 tons.

Flour. Its import has decreased 3,085 tons. The United States continue to be the chief source of supply with 12,086 tons, valued at 308,456*l.*, and Spain is second with 2,250 tons, of the value of 57,423*l.* 150 tons of the value of 4,148*l.* have been furnished by England and her possessions, Germany, and the Danish possessions.

Codfish. 2,058 tons less have been imported this year than 1890. The sources of supply have been the same, except that none has come from the Danish possessions, which last year furnished 144 tons. Canada maintains first place with 7,764 tons, valued at 77,646*l.*

Pork and hams. 494 tons more have arrived than in 1890. The import from

the United States has advanced, whilst that from all other countries has declined. The quantity and value of the import has been 2,918 tons, of the value of 81,718*l.*

Lard. The quantity imported is about the same as last year, being 1,885 tons, of the value of 81,215*l.*, but whereas the United States furnished the whole amount last year, the English possessions have in the present one furnished 94 tons.

Canned goods. 184 tons less have been imported than in 1890. Spain leads with 161 tons, valued at 16,164*l.* England holds third place, but with an increase of 33 tons, her export having been 43 tons, valued at 4,380*l.* France sent 60 tons, and the United States 39 tons.

Cheese. This import has increased from 635 tons to 693 tons, valued at 55,507*l.* Germany continues to hold first place, but England has advanced from the third to the second position with 225 tons, of the value of 18,055*l.* The other countries participating in the trade are the United States, France, Holland, and Spain, in the order named.

Other provisions. These amount to 15,554 tons, valued at 260,346*l.*, and comprise jerked and salted beef, butter, olive oil, vegetables, preserved fruits and sweetmeats.

Butter. This article has decreased 100 tons, the total amount of the import being 112 tons, of the value of 8,214*l.* The United States send 38 tons, Italy 24 tons, Spain 22 tons, Germany 14 tons, England 8 tons, and France 3 tons.

Olive oil. The import of olive oil has increased from 885 tons in 1890 to 1,008 tons in 1891, valued at 32,292*l.* Spain furnished 901 tons, England 88 tons, and France, the United States, and Germany together 18 tons.

Vegetables. 7,633 tons of vegetables have been imported, as against 8,293 tons the year before. Of this quantity Spain has furnished 4,634 tons, and the remainder came from France, England, the United States, Germany, Cuba, and Italy.

Jerked and salted beef. 1,728 tons of jerked and salted beef have been imported, being 760 tons more than in 1890. Uruguay furnished 730 tons, of the value of 20,662*l.*; England, 456 tons, of the value of 12,954*l.*; Spain, 246 tons, valued at 6,980*l.*; the Argentine Republic, 240 tons, valued at 6,792*l.*; and the United States 54 tons, of the value of 1,538*l.*

Preserved fruits, sweetmeats, and biscuits. The value of this import has only reached 7,527*l.*, as compared with 19,646*l.* last year. Germany contributed 2,415*l.*; England, 1,735*l.*; Spain, 1,468*l.*; the United States, 1,191*l.*; and France, 626*l.*

Beer, wine, and spirits. 1,258,379 gallons of spirits, valued at 147,721*l.*, which is 618,027 gallons less than the year before, have been imported during the year. Spain has furnished 845,152 gallons of wine, valued at 78,618*l.*; France, 27,434 gallons, valued at 3,889*l.*; Italy, 10,054 gallons, valued at 7,499*l.*; Germany, 3,085 gallons, valued at 1,475*l.*; and England, 1,716 gallons, valued at 1,373*l.*

Of 285,714 gallons of beer, valued at 31,169*l.*, 190,872 gallons

have come from Germany, 31,306 gallons from England, 28,292 gallons from the United States, 20,702 gallons from France, 8,954 gallons from Denmark, and 5,588 gallons from Spain.

Of the brandy and rum France has furnished 42 per cent., while England sends only 10 per cent. Germany, Cuba, and Spain also supply these spirits. The total quantity and value of this import has been 24,178 gallons, valued at 9,891*l.*

Metals.

This import, which was 4,136 tons in 1889, and advanced to 7,896 tons in 1890, has further augmented to 8,124 tons in the present year, with a value of 192,961*l.* England still holds first place with 5,027 tons, or over 61 per cent. Belgium follows with 1,285 tons, and Germany comes third with 1,014 tons, the United States fourth with 663 tons; Spain and France furnish less than 100 tons each. Besides the articles included in the above general designation, Belgium has supplied 2,187 tons of railway material, and Germany 120 tons.

Coal.

Only 17,111 tons have been imported this year, against 22,760 tons the year before. The United States has supplied 15,318 tons, or more than 88 per cent., whilst England has only sent 1,492 tons, as compared with 11,443 tons in 1890. This is due principally to the fact that the Compañia Transatlantica Epañola, which is the largest consumer, importing for its own use, has changed its source of supply from England to the United States.

Other articles.

Under this heading the principal articles are petroleum, glassware, stone and porcelain ware, oils, drugs and chemicals, soap, paraffin and stearine, paper, straw-paper and board, lumber, hoops and staves, and shoes.

The United States has furnished 2,581 tons of petroleum, of the value of 41,857*l.*, and Cuba 35 tons.

Of glassware, Germany has sent 167 tons; the United States, 83 tons; Spain, 81 tons; England, 66 tons; and France, Belgium, and Cuba together 30 tons. The value of the whole import was 19,990*l.*

281 tons of stone and porcelain ware, valued at 12,419*l.*, have been imported. Of this Germany has furnished 181 tons, England 54 tons, and France, Spain, and Belgium the remaining 44 tons.

Oils, principally linseed and cotton, have been imported to the amount of 157 tons, valued at 7,879*l.* 64 tons of this have been contributed by England, 47 tons by the United States, 24 tons by Spain, and 19 tons by France, Germany, and Italy.

The import of drugs and chemicals has amounted to 80 tons, of the value of 20,887*l.* France has supplied 29 tons, Spain and the United States each 14 tons, Germany 10 tons, England 7 tons, and Belgium 3 tons.

In addition to the foregoing there have been introduced 1,976 tons of nitric, muriatic, and sulphuric acids, valued at 27,699*l.*, furnished principally by Spain and the United States. Of the total import of soap of 2,437 tons, valued at 63,357*l.*, Spain has supplied 2,356 tons, England 72 tons, and Cuba 7 tons.

Paraffin and stearine amount to 211 tons, of the value of 12,699*l.*, Spain sending 135 tons, Germany 43 tons, England 10 tons, and France, the United States, and Holland the remainder. Writing and printing paper has been imported to the extent of 184 tons, of the value of 7,742*l.*, Spain having contributed 107 tons, England 23 tons, the United States 21 tons, Germany 18 tons, and France 12 tons. Of straw paper and board the United States have furnished 476 tons, Spain 178 tons, Germany 18 tons, and England and France 7 tons between them. The total amount of this import has been 681 tons, of the value of 15,042*l.* The United States has this year sent 10,510,960 feet of lumber, and Canada 3,059,584 feet. Spain and Germany have also sent about 100,000 feet each. The value of the whole import has been 47,110*l.* The import of hoops and staves has amounted to 5,352 tons, of the value of 26,493*l.*, of which the United States has furnished 4,493 tons, Spain 674 tons, Canada 113 tons, and France, Germany, England, and Cuba together 67 tons. Of the total import of 227 tons of shoes, valued at 125,346*l.*, Spain has contributed 211 tons, Germany 10 tons, England 3 tons, and the United States 2 tons. Of sugar and general machinery, England sends three times as much as the year before, viz., 1,492 tons, the United States 839 tons, and Germany 28 tons. In railway material Belgium takes the first rank with 2,187 tons, whilst Germany sends 120 tons, and England 5 tons. Perfumery has been imported to the value of 18,834*l.*, Spain coming first with 10,199*l.*, France second with 4,068*l.*, England third with 2,895*l.*, the United States fourth with 1,343*l.*, and Germany fifth with 728*l.* The value of the importation of umbrellas has been 13,626*l.*, of which Spain has furnished 11,800*l.*, England 870*l.*, France 608*l.*, and Germany 347*l.* In hats the United States of Columbia takes the lead with 4,522*l.*, England is second with 4,472*l.*, France third with 2,710*l.*, Italy fourth with 2,047*l.*, Spain fifth with 1,679*l.*, Germany sixth with 1,359*l.*, and the United States contributes only 217*l.*

Shipping.

The number of vessels entering and clearing has increased, as compared with the year before, by only nine, and the tonnage by 81,204 tons, this increase being in vessels under the Spanish flag, and that of other countries not specified, whilst those under the British, French, German, and American all show a falling-off.

General.

Bank.

This institution, although restricted in its business by reason of its charter allowing it to trade only in Spanish currency, and that in circulation being the Mexican, has nevertheless done a prosperous business during the year. It has issued notes to the

extent of 455,000 dol., of the denominations of 5 dol., 10 dol., 20 dol., 50 dol., 100 dol., and 200 dol., to which, in order to meet the fluctuations of exchange, was arbitrarily assigned a premium of 20 per cent. as compared with the Mexican currency. The dividend declared for the year has been 3 dol. 75 c. per share, of which only 25 per cent. has been paid up.

Establishment of coastwise trade with Spain.

On July 1 the establishment of the coastwise trade between Spain and her colonies of Porto Rico, Cuba, and the Philippine Islands was decreed in accordance with the law of July 20, 1892, which provided that a reduction of 10 per cent. on the tariff should yearly be made from the date aforesaid for the first 9 years, and of 15 per cent. for the years 1890 and 1891.

Petroleum refinery.

A refinery for petroleum has been established in the vicinity of this capital by a North American company. The crude petroleum is imported from the United States, thus establishing a monopoly made possible only by the increase in the rate of duty on the importation of the refined article, which, under these conditions, is unable to compete with the products of this factory.

Health.

The health of the island has been good throughout the year.

Public Works.

Dredging of the harbour of St. Johns.

The dredging of the harbour of St. Johns has been carried on with considerable activity, over 140,000,000 cubic feet of material having been removed from the entrance channel, which has been enlarged, and from other shoals which were an obstacle to the manœuvring of ships in the harbour. About 5,000,000 cubic feet of the material extracted has been employed to make new ground for the extension of the wharfage facilities of the port.

Railway

On March 8 there took place the official inauguration of a section of the railway which is to surround the island. It extends from the capital to Arecibo with a length of 45 miles. The stations and bridges were only provisional, and the work has not been officially received by the Government, which, until this is done, does not hold itself liable to the payment of the guarantee of 8 per cent., as agreed in the concession. From the fact that the terminal stations are some distance from the capital and Arecibo, and that its passenger and freight rates have been high, the income from this section has only averaged about 940*l.* per month.

Annex A.—Return of Principal Articles of Export from Porto Rico during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Sugar	Tons	48,094	625,227	58,191	756,488
Coffee	,,	18,926	1,059,513	19,917	1,593,384
Tobacco	,,	2,398	156,374	1,807	117,879
Molasses	,,	12,369	59,375	16,721	80,311
Hides	,,	431	21,556	...	...
Guano	,,	8,686	17,372	...	...
Cattle	Head	3,391	16,955	4,622	27,732
Other articles	...	...	20,827	...	44,122
Total	...	...	1,977,199	...	2,619,916

Annex B.—Table showing the Total Value of all Articles Exported from and Imported to Porto Rico from and to Foreign Countries during the Years 1891–90.

Country.	Exports.		Imports.	
	1891.	1890.	1891.	1890.
	£	£	£	£
Great Britain and possessions	115,102	103,825	913,980	883,900
Spain and possessions	1,013,588	1,266,453	1,147,317	1,273,155
United States	472,303	510,038	721,123	770,197
France and possessions	132,135	279,630	110,330	115,329
Germany	80,892	210,404	396,952	442,569
Denmark and possessions	8,728	74,331	9,192	15,310
Italy	70,925	107,520	13,748	15,760
Other countries	83,526	67,715	60,311	129,855
Total	1,977,199	2,619,916	3,372,953	3,646,075

Annex C.—Return of Principal Articles of Import to Porto Rico during the Years 1891–90.

Articles.		1891.		1890.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cotton manufactures	Tons ...	2,471	494,287	2,763	551,409
Woollen ,, ...	,, ...	86	43,683	127	66,955
Jute, flax, and hemp manufactures	,, ...	1,885	175,987	1,820	144,119
Rice	,, ...	27,630	497,355	30,751	553,530
Flour	,, ...	14,488	370,028	17,673	448,482
Codfish	,, ...	7,912	79,125	10,970	99,707
Pork and hams	,, ...	2,918	81,718	2,444	67,890
Lard	,, ...	1,885	81,215	1,879	82,703
Canned goods	,, ...	313	31,233	507	50,706
Cheese	,, ...	693	55,507	635	50,826
Other provisions	,, ...	13,816	211,439	17,762	300,998
Beer, wine, and spirits	Gallons ...	1,258,379	147,721	1,876,406	218,916
Metals, raw and manufactured...	Tons ...	8,124	192,961	7,896	166,504
Coal	,, ...	17,111	29,087	22,760	38,692
Other articles		...	881,607	...	804,658
Total		...	3,372,953	...	3,646,075

Annex D.—Return of all Shipping at the Island of Porto Rico in the Year 1891.

Nationality.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	312	148,745	388	142,607
Spanish	664	886,618	606	802,417
American	78	29,036	74	34,586
French	111	67,854	107	67,410
German	111	185,744	112	184,614
Other countries ..	35	9,195	38	12,851
Total	1,311	1,327,192	1,275	1,244,485
,, for the year preceding ..	1,294	1,257,174	1,273	1,233,299

Note.—1,000 kilos. = 1 ton; 1 litre = 0·88 quart; 5 dol. = 1*l.*

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